



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, October 3, 1989

DOT 120-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT ISSUES THIRD 1989 QUARTERLY COMMERCIAL SPACE LAUNCH MANIFEST

The Department of Transportation today released the third quarterly Commercial Space Launch Manifest for 1989. Eight new launches have been added since the manifest was last issued in June 1989.

"Two successful launches have taken place this year, and 33 more commercial launches are now scheduled through mid-1995," said Stephanie Lee-Miller, director of DOT's Office of Commercial Space Transportation (OCST). "This manifest reflects the private sector's commitment to building a strong, competitive U.S. commercial launch industry."

At least half a dozen private U.S. companies currently market commercial launch services. Collectively, they have invested more than \$500 million in the growing U.S. commercial launch industry.

Payload customers include international consortia, domestic and foreign companies, and the governments of the United States, Indonesia, Italy, India and Great Britain. The payloads include the Mars Observer and other scientific experiments, communications satellites and weather satellites.

The first DOT-licensed commercial suborbital launch, of a sounding rocket owned by Space Services Inc., was successfully conducted at the White Sands Missile Range in New Mexico on March 29, 1989. The first DOT-licensed commercial orbital launch, of a McDonnell Douglas Delta rocket carrying a British Satellite Broadcasting communications satellite, lifted off from the Cape Canaveral Air Force Station on Aug. 27, 1989.

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U.S. COMMERCIAL LAUNCH MANIFEST
(As of September 1989)

COMPANY	PAYLOAD /COUNTRY	CUSTOMER LAUNCH DATE
AMROC	SET-1 (Project Skidbladnir)	10/89
Martin Marietta	JCSAT (Japan)	11/89*
Martin Marietta	SKYNET (Great Britain)	11/89*
Space Services, Inc.	Consort 2 (U.S.)	11/89
McDonnell Douglas	LOSAT (U.S.)	1/90
Martin Marietta	INTELSAT VI (Intern'l Consortium)	2/90
McDonnell Douglas	PALAPA-B2-R (Indonesia)	3/90
McDonnell Douglas	INSAT 1-D (India)	4/90
General Dynamics	CRRES (U.S.)	6/90
Martin Marietta	INTELSAT VI (Intern'l Consortium)	6/90
McDonnell Douglas	INMARSAT-2 Flt#1 (Intern'l Consortium)	6/90
AMROC	SET-2 (U.S.)	7/90
Space Data Corp.	Joust 1 (U.S.)	7/90
McDonnell Douglas	BSB-R2 (Great Britain)	8/90
Space Services, Inc.	Consort 3 (U.S.)	11/90

COMPANY	PAYLOAD /COUNTRY	CUSTOMER LAUNCH DATE
General Dynamics	GOES I (U.S.)	12/90
McDonnell Douglas	NATO IVA (NATO)	12/90
McDonnell Douglas	INMARSAT-2 Flt#2 (Intern'l Consortium)	2/91
McDonnell Douglas	ASC-2 (U.S.)	3/91
McDonnell Douglas	AURORA II (U.S.)	5/91
Space Services, Inc.	Consort 4 (U.S.)	5/91
General Dynamics	EUTELSAT (European Consortium)	7/91
General Dynamics	INTELSAT-K (Intern'l Consortium)	/91
Space Data Corp.	Joust 2 (U.S.)	/91
General Dynamics	GOES J (U.S.)	2/92
Martin Marietta	Mars Observer (U.S.)	9/92
General Dynamics	UHF Follow-On #1 (U.S.)	/92
General Dynamics	ORION 1 (U.S.)	/92
General Dynamics	ORION 2 (U.S.)	/92
Space Services, Inc.	Consort 5 (U.S.)	/92
General Dynamics	INTELSAT VII (Intern'l Consortium)	/93

COMPANY	PAYLOAD /COUNTRY	CUSTOMER LAUNCH DATE
General Dynamics	INTELSAT VII (Intern'l Consortium)	/93
General Dynamics	SAX (Italy)	/93
General Dynamics	GOES K (U.S.)	7/95

* The payloads will share the same vehicle.



U.S. Department of
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News:

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Washington, D.C. 20590

FOR RELEASE WEDNESDAY

October 4, 1989

DOT 121-89

Contact: Ed O'Hara

Tel.: (202) 366-5571

U.S. AIRLINES MUST BE CONTROLLED BY U.S. CITIZENS, SKINNER SAYS

Secretary of Transportation Samuel K. Skinner said today that in reviewing airline acquisitions DOT must assure that a carrier is "fit, willing and able" to perform service and that U.S. airlines "must actually be controlled by U.S. citizens."

In testimony before aviation subcommittees of the Senate Commerce and House Public Works committees, Skinner said that after Wings Holdings, Inc. and NWA, Inc. announced an agreement for Wings to acquire Northwest Airlines via a leveraged buyout, "We quickly recognized that the magnitude and the potential impact of the transaction could cause a significant change in the operations and character of the company." He said the Wings proposal was the first LBO-type airline acquisition of such magnitude.

He said the proposed acquisition involved a four-fold increase in Northwest's long-term debt and a significant increase in its debt service requirements. "The pressure to pay down the principal and to meet interest payments could threaten a carrier's ability to meet its other obligations, including fleet replacement, aircraft repair and maintenance, security, crew training and other safety-related expenses," he said.

The Secretary said that excessive debt in a cyclical industry such as airlines is a cause for concern. He said the Department of Transportation began a comprehensive analysis of the transaction and started extensive consultations with outside sources.

These measures were taken "because we were treading on sensitive ground and we wanted to be absolutely certain that all of our steps were firm, deliberate and well-conceived," Skinner said.

"The second major area of concern with the Northwest transaction was the \$400 million equity participation by KLM. KLM was by far, when both common and preferred stock are considered, the largest equity player, holding about 57 percent of the total equity investment."

(more)

The law requires that certificates to operate as an air carrier be held only by U.S. citizens. Skinner said that in enacting the citizenship requirement, "Congress wished to safeguard national security by ensuring that U.S. air carriers would provide aircraft to the U.S. armed forces in times of war or national emergency. Congress also wanted to ensure that U.S. air carriers would be able to compete vigorously with foreign carriers on international routes."

For the past 50 years, the DOT and its predecessor have interpreted that section of the law to mean that an air carrier "must actually be controlled by U.S. citizens," he said.

"While KLM's voting share technically fell within the statute's numerical limits, we concluded that KLM's ownership of 57 percent of NWA Inc.'s total equity, together with the existence of other links between the carriers and KLM's position as a competitor, could create the potential for the exercise of influence and control over the carrier's decisions. This would be inconsistent with the law."

Skinner emphasized that "there may be potentially significant benefits to be derived from airline financial restructurings, including leveraged buyouts, and from attracting foreign capital investment to U.S. airlines."

"Our purpose is not to create arbitrary obstacles to foreign capital investments..." Indeed, Skinner noted, foreign sources in the Northwest transaction contributed approximately 65 percent of the total capital in the deal. He noted that "under the law, the Department must assure that a carrier is 'fit, willing and able' to perform service and that the law on foreign ownership is adhered to. To that end, the Department will review each acquisition on a case-by-case basis..."

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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, October 5, 1989

DOT 122-89
Contact: Roslyn Kaiser
(202) 366-5571

SKINNER SAYS DOT SAFETY AND SECURITY WORKERS DRUG USE FALLS FAR BELOW GENERAL POPULATION

Secretary of Transportation Samuel K. Skinner, reporting on the Department's employee drug-testing program, said, "I am pleased with the results of a recent evaluation of DOT's Drug-Free Workplace Program. The program is working --instances of illegal drug use among Department of Transportation workers in sensitive safety and security jobs fall far below the national average."

According to DOT, the Department's comprehensive program of drug awareness, education, counseling and rehabilitation serves as a model for other government agencies as well as private industry.

Approximately one-half, or 32,548 employees, in DOT's civilian workforce occupy safety- or security-sensitive positions and are subject to **random** drug testing. Of these, 65 percent are air traffic controllers; 16 percent electronic technicians; 4 percent air traffic assistants; 3 percent aviation safety inspectors; and 12 percent hold other jobs. Of the total, 95 percent work for the Federal Aviation Administration.

During the two-year period from Sept. 10, 1987, to Sept. 22, 1989, DOT said 22,043 random tests were conducted. Only 134, or 0.6 percent, of those tests were positive for drugs. Marijuana use accounted for approximately two-thirds of the positives, with cocaine almost all the rest.

In addition to random tests, the Department tests in four other categories. Findings in other tests include 9 negative results out of 18 **reasonable suspicion** tests and 41 **post-accident** tests, all negative. The Department also conducts voluntary and pre-employment testing.

Employees found to have used illegal drugs and who have agreed to enter a drug rehabilitation program are subject to unannounced **follow-up** drug testing. To date, almost three-fourths of those employees have successfully completed rehabilitation and have resumed their safety duties.

DOT has worked closely with the Department of Health and Human Services (HHS) in all aspects of program development, and is using an HHS-approved laboratory with a proven track record for accuracy, quality and operation.

The evaluation studied the operation of the program from September 1987 through April 1989.

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FOR IMMEDIATE RELEASE
Thursday, October 5, 1989

DOT 123-89
Contact: Bill Mosley
Tel.: (202) 366-5571

CONSUMER COMPLAINTS AGAINST AIRLINES DECLINE IN SEPTEMBER

Consumer complaints against the airlines declined in September as compared to a year ago, the Department of Transportation announced today.

According to the Department's monthly Air Travel Consumer Report, complaints against the industry reported by consumers to DOT last month totaled 1,104, an 11 percent decline from the 1,244 recorded in August. The September figure is 42 percent below the 1,913 complaints registered in September 1988.

Complaints for the first nine months of 1989 totaled 9,405, down 54 percent from the 20,570 reported for the same period of 1988.

The nation's 13 largest airlines reported an on-time performance of 74.6 percent in August, compared to 76.9 percent in July.

Mishandled baggage reports filed against the major carriers in August averaged 8.19 per 1,000 passengers, compared to the 7.34 average reported in July.

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
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News:

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

FOR RELEASE THURSDAY
October 5, 1989

DOT 124-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

SKINNER URGES LIBERALIZATION OF INTERNATIONAL AIR SERVICE

Secretary of Transportation Samuel K. Skinner is exploring a new policy that would permit foreign air carriers to serve U.S. cities with little or no international air service.

The Department of Transportation indicated today that it is requesting comments on the possibility of expanding international air service by allowing foreign airlines to provide service between such U.S. communities and the airlines' home countries. In remarks prepared for delivery by Skinner before the International Aviation Policy Symposium at Georgetown University, Skinner indicated that the proposal can address the needs of U.S. communities for international air service "while at the same time ensuring that the interests of U.S. carriers are properly taken into account."

If the proposal is adopted, Skinner stated, "many more U.S. cities will have the opportunity to enjoy the economic benefits that derive from having international air service. In addition, when a country has entered into a pro-competitive agreement with us and we have obtained all the rights our airlines require, then its carriers will have the opportunity to serve additional cities in the United States, possibly without going through the negotiations process."

Traditionally, such rights are awarded through bilateral negotiations between the U.S. and other countries. Under certain circumstances, the U.S. might remove bilateral restrictions.

Under the proposal, the U.S. would approve foreign air carrier service when certain well-defined circumstances are present: (1) a foreign airline seeks permission for scheduled combination service between a U.S. city and its home country. (2) No other airline is providing such service. (3) The U.S. has a liberal bilateral aviation agreement with that country, which provides all the pro-competitive, open market features we seek to benefit U.S. airlines and their customers. (4) No aviation dispute is pending between the U.S. and the country, and no U.S. interested party has raised any overriding public interest objection against the requested authority.

(more)

Skinner indicated that the Department has been flooded with letters from governors, members of Congress, mayors and business leaders urging such a policy. "It is time to take a fresh look at the process that produces these valuable international aviation services," Skinner's statement said.

Skinner noted the proposal "doesn't mean we are proposing to replace traditional bilateral aviation negotiations...But it is important that we recognize those circumstances in which the negotiating process doesn't work -- where U.S. carriers have no immediate plans to expand their services to a particular destination, or where they need no additional foreign government permission to do so."

Skinner described the proposal as an "idea that has considerable merit. It is important that we consider it seriously, and that we discuss it thoroughly. That is why we are seeking comments from all interested parties."

In discussing international competition, Skinner said, "We stand ready to share our free market competitive concept with any country willing to listen. Our knowledge of the benefits, as well as the growing pains of deregulation, can be enormously useful to other nations."

In the next few days, the Department will seek public comment on the proposal, which will be published in the Federal Register.

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News:

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

FOR RELEASE WEDNESDAY
October 11, 1989

DOT 127-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

FREDERICK H. GRUBBE APPOINTED TO NEW POSITION AT DOT

Secretary of Transportation Samuel K. Skinner has appointed Frederick H. Grubbe to the position of White House Liaison/Special Assistant to the Secretary at the Department of Transportation.

"We are pleased to have someone with Fred Grubbe's skills and background in this critical position," Secretary Skinner said.

From 1988 to 1989, Grubbe was in the Office of the President-Elect, Office of Presidential Personnel. In 1988, he served as Deputy Regional Political Director in the Great Lakes Region for Bush-Quayle 1988.

Grubbe was Executive Assistant to the Chairman of the Regional Transportation Authority of Northeastern Illinois, 1986-1988, and served as Administrative Assistant to the Chief Executive Officer at the College of American Pathologists from 1984 until 1986.

He is the recipient of many honors and awards and was named one of the Outstanding Young Men in America in 1986.

Grubbe received his B.A. from Northern Illinois University in 1984, and was a member of the Northern Illinois University Judicial Board.

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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

October 12, 1989

DOT 128-89

Contact: Al Maruggi

Tel.: (202) 366-5571

SKINNER CALLS FOR EFFORT TO EXPAND AVIATION SYSTEM CAPACITY

Saying it is time for action, Secretary of Transportation Samuel K. Skinner today called on the aviation community to tackle "the crucial task of modernizing and expanding our aviation system capacity."

He said, "We must wring every bit of available capacity out of our existing facilities just to keep up with demand. We must continue to optimize operations at the busiest airports and draw upon underutilized facilities." Skinner reiterated the nation's need for new airports and cited Denver's planned new airport as an example that other cities should follow.

Skinner spoke to the first meeting of the Aviation System Capacity Task Force, a government-private sector group which includes representatives of the major airlines, airport operators and executives, and the Federal Aviation Administration.

Skinner said, "The fact that we have the CEOs of major airlines here today indicates the severity of the problem."

He estimated that the number of passengers carried by U.S. airlines will rise from 455 million in 1988 to nearly one billion by the year 2000, with more than 700 million of those passengers on U.S. domestic flights.

"Can our aviation system handle this kind of growth in demand? If it cannot, America's ability to compete in the international marketplace is greatly at risk.

"It is time for action," the Secretary said, noting that the FAA's new System Capacity Office will help "expedite construction of proposed runway and airport expansion; development of new airspace procedures; production of new systems, technology, and equipment; and dissemination of high-technology airspace designs and planning programs.

(more)

"We are all familiar with the major obstacles before us. There are three important issues that must be addressed immediately. One is balancing the prerogatives of local autonomy with the need for some degree of standardization regarding acceptable environmental quality. Another is the airlines' tendency to overschedule prime flight times, creating unnecessary congestion. The third has been the organizational ineffectiveness within FAA that (Administrator) Jim Busey is tackling head-on."

Skinner added, "In the long term, U.S. aviation must remain number one in the world, unconstrained by system capacity limitations, even as aviation demand expands. An effective aviation system is vital to American economic efficiency, productivity and global competitiveness."

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AVIATION SYSTEM CAPACITY TASK FORCE

Chairman J. Donald (Don) Reilly

Vice Chairman Robert (Bob) W. Baker
American Airlines

Charles (Chip) Barclay
American Association of Airport Executives

Joseph (Joe) D. Blatt
Consultant

Steven Brown
Aircraft Owners and Pilots Association

Donald Bull
Pan American Airlines

Frank J. Colson
Pentagon

Benjamin A. Cosgrove
Boeing

William Cotton
United Airlines

Walter (Buddy) E. Doll
Delta Airlines

Oris W. Dunham, Jr.
Dallas/Ft. Worth International Airport

Duane Ekedahl
Regional Airlines Association

Gabriel (Gabe) Hartl
Air Traffic Control Association

Frank J. Hicks
Midway Airlines

William (Bill) Hoover
Air Transport Association

Jonathan Howe
National Business Aircraft Association

Professor Adib Kanafani
University of Southern California, Berkeley

R. J. (Pepe) Lefevre
Allied Pilots Association

John McCarthy
Weather Center

Robert S. Michael
Regional Airport Authority of Louisville &
Jefferson County

Patrick Moscaritolo
Massport

John O'Brien
Air Line Pilots Association

J. C. (Chris) Orman
Peat, Marwick, Mitchell & Co.

Siegbert (Sieg) Poritzky
Airport Operators Council International

David Z. Plavin
New York/New Jersey Port Authority

William (Bill) Slattery
Northwest Airlines

Edward (Ed) W. Stimpson
General Aviation Manufacturers Association

Robert (Bob) T. Warner
National Federation of State Aviation Officials

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U.S. Department of
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M-49
News:

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

FOR RELEASE MONDAY
October 16, 1989

DOT 129-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SKINNER ADDRESSES THE
ECONOMIC CLUB OF DETROIT

Detroit, Mich. -- In his first visit to Detroit as Secretary of Transportation, Samuel K. Skinner said today that the auto industry and the federal government "must work together to provide the flexibility to compete, allow adequate lead time when instituting new policies and avoid taking actions that could endanger our industrial sector or the U.S. economy."

Skinner emphasized, "We must also continue to promote free and fair competition so that our auto industry is able to enjoy the same access to foreign markets that our competitors enjoy here in this country. America needs a healthy auto industry, and a healthy industrial sector, and as Secretary of Transportation, I want to work with you to make that a reality."

The Secretary pointed out that the top priority of the Department of Transportation is to ensure that we maintain a safe, sound, strong transportation system capable of sustaining U.S. economic and geopolitical interests.

Skinner told the Economic Club that the Department is working to develop a national transportation policy that would be unveiled early next year. "We seek a strategic policy which identifies national problems, defines national goals and takes steps toward solving those problems and meeting those goals," he said.

Regarding the auto industry, Skinner said that "we are in a new age of awareness when it comes to safety, energy conservation and protecting our environment. There are several important issues which must be addressed, such as clean air and ways to improve emission standards, alternative fuels, new safety standards and improved fuel economy.

"We realize these goals cannot be achieved overnight, and that some of these goals may conflict. That is why we need to sit down together, public and private sectors, to set some reasonable priorities. Only in working together will we be able to tackle the problems we currently face in producing safer, cleaner, more fuel-efficient cars."

Skinner praised the efforts of the auto industry in terms of promoting safety. "There is greater public awareness and citizen demand for greater safety on our highways. Detroit deserves credit for stronger emphasis on building safer vehicles and marketing safety features. It's good citizenship and good business."

The Secretary talked about new technology being developed which could help address the problems of growing congestion, safety and air quality, particularly the Intelligent Vehicle Highway Systems (IVHS). "IVHS holds substantial promise in making our highway network safer and more efficient. Above all it could help improve the international competitiveness of the U.S. industry."

In that light, Skinner said the Transportation Department is proposing a national cooperative program be initiated with the U.S. auto industry and other industries to aggressively develop and demonstrate the advanced vehicle highway systems. "I hope that the Big Three will agree that we should move forward to develop such a program."

"New applications of computers and electronics can give us more efficient use of existing capacity. New technology can also help to promote highway safety -- heads-up displays, in-vehicle routing and communications systems, warnings of road hazards and better braking systems. Through initiatives in these areas, America can regain and retain the world lead in automotive and highway technology. With the auto industry's leadership and help, we will reach these goals and meet the challenges of tomorrow.

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FOR RELEASE MONDAY
October 16, 1989

DOT 130-89
Contact: Ed O'Hara
Tel.: (202) 366-5571

NATION RETURNS TO STANDARD TIME SUNDAY, OCTOBER 29

Most of the nation returns to standard time at 2 a.m. Sunday, Oct. 29. Clocks should be set back one hour at that time.

Under a law passed in 1986, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next spring, daylight saving time will begin April 1, 1990.

These changes are observed under the Uniform Time Act, which is administered by the Department of Transportation.

In those areas of the country that do not observe daylight time, clocks will not have to be reset. Those states and territories include Arizona, Hawaii, the part of Indiana located in the Eastern Time Zone, Puerto Rico, the Virgin Islands and American Samoa.

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News:

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

FOR RELEASE TUESDAY
October 31, 1989

DOT 133-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SKINNER SAYS DOT TO LOOK AT THE PROBLEM OF ALCOHOL ABUSE IN TRANSPORTATION INDUSTRY

Chicago -- In a speech to the American Trucking Association (ATA) today, Secretary of Transportation Samuel K. Skinner announced that the Department of Transportation will begin seeking public comments on the extent of the alcohol abuse problem in the transportation industry.

Citing his concerns for safety, Skinner said, "alcohol abuse is a serious problem in all sectors of American life. We need to know whether our present alcohol abuse rules for the industry are sufficient to address the problem and what additional federal action, if any, should be taken." Skinner said the comments will be sought as part of an advance notice of proposed rulemaking to be published in the Federal Register.

"At this point we are in an information gathering stage," he said. "Your input will be extremely important in sharing future decisions and we can work together with common sense approaches to just about any problem on our highways."

Skinner said that improvements "we make in our transportation system in the next few years" and the way the nation transports goods and conveys people will dramatically influence America's future competitiveness as a trading partner in the global marketplace. The Secretary said the "18-wheeler" has become the workhorse of the American economy and "I stand ready to work with you on any issue that affects the welfare of our highway system and the people who pay the most to support it."

Skinner appealed to the ATA to support the Department's National Transportation Policy, now being developed and expected to be announced early next year. The policy, the Secretary said, "will provide a strategic approach that will take the nation's transportation system and prepare it for the demands of a new century."

- more -

Regarding the trucking industry, the Secretary said "it will be federal transportation policy to seek international agreements on container standards and similar issues involving handling of international cargo." He noted that the unfair practices of some countries place undue burdens on U.S. carriers, and he feels strongly "that it is the federal government's role to create a level playing field for our carriers at home and abroad."

He also addressed the uneven state registration requirements and uncoordinated state tax reporting systems. "This reporting system costs the trucking industry at least \$1 billion a year to comply," Skinner said. He noted that the National Governors Association has recommended solutions to achieve uniformity, and that he supports the recommendations.

Skinner said we must come up with new methods of financing highway construction. "There will be a reduced federal share of the cost," he said, "and we need more state, local government and private sector involvement." The Secretary added that we could expect more creative financing mechanisms to be put in place that would be directed as much as possible toward users of the service. He said, "the productivity rewards for users will justify the investment."

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DOT 134-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT SEEKS PUBLIC COMMENT ON THE NEED FOR FURTHER ACTION ON ALCOHOL USE/ABUSE IN THE TRANSPORTATION INDUSTRY

The Department of Transportation is asking for public comment on the extent of the alcohol problem in the transportation industry, whether the Department's present alcohol abuse rules for this industry are sufficient to address the problem and what additional federal action, if any, should be taken.

Alcohol abuse is a serious social problem in all sectors of American life. Although the Department of Transportation does not have comprehensive statistics concerning the alcohol abuse problem for all of the transportation modes, available information indicates that employees in the transportation system are not immune from the problem.

In an Advance Notice of Proposed Rulemaking issued today, the Department discusses what is known about alcohol problems in transportation industries regulated by DOT, and the feasibility and scope of several options, if further action is found necessary. Some of the options would require employers to:

- o Establish employee assistance programs to provide education on the dangers of alcohol abuse, and training to detect alcohol abuse or impairment on the job;
- o Set up self- and peer-referral programs to identify alcohol abusers and persuade them to enter rehabilitation programs, with the understanding that the identified abusers could retain their jobs after successful rehabilitation;
- o Conduct alcohol testing of transportation employees similar, in whole or in part, to DOT's industry drug testing rules (for example, pre-employment, periodic, reasonable cause, post-accident and random testing); and
- o Conduct pre-performance alcohol testing prior to permitting employees to operate a vehicle or perform safety- or security-related duties.

In addition, DOT could encourage the states to implement additional safety programs directed at alcohol abuse and to increase their enforcement efforts.

-more-

According to the Department, most of its agencies that regulate commercial transportation, including the Federal Aviation Administration (FAA), Federal Railroad Administration (FRA), Federal Highway Administration (FHWA) and the U.S. Coast Guard (USCG), already have strict alcohol rules in place. These prohibit the use of alcohol on the job and specify a .04 blood alcohol concentration (BAC) level as the standard for determining whether a commercial operator is under the influence of alcohol. Most states use .10 BAC to determine intoxication, but there is evidence that impairment starts well before that level is reached.

For many reasons, alcohol testing was not included in the drug testing rules recently issued by these DOT agencies, as well as the Urban Mass Transportation Administration (UMTA) and the Research and Special Programs Administration (RSPA). Alcohol is not an illegal drug and the solutions to alcohol abuse problems may be very different from those appropriate for problems with other drugs, such as cocaine and marijuana. The preferred method of testing and its related requirements and costs are also sufficiently different to warrant separate treatment.

The Department particularly seeks comment on the following issues:

What is the extent of the problem? Are there supportive data for reports that alcohol use among transportation workers is more widespread than drug abuse? Are further regulations or programs needed or would increased enforcement of existing regulations be more effective?

What should be prohibited? Should the Department attempt to make the industry alcohol-free? Should it target impairment on the job? Should the entire industry be targeted or only workers in safety- or security-sensitive jobs?

What should be the consequences for an employee identified as using alcohol or being under-the-influence on the job, or improperly using alcohol prior to work?

If further action is necessary, what should be required? Increased education? Enforcement? Testing? Can the Department make use of state resources and expertise?

The ANPRM is scheduled for publication in the Federal Register on Thursday, Nov. 2. Comments should be mailed by Jan. 31, 1990 to Documentary Services Division, C-55, Department of Transportation, Room 4107, 400 Seventh Street SW, Washington, D.C. 20590.

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

FOR IMMEDIATE RELEASE
Wednesday, November 1, 1989

DOT 135-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER ANNOUNCES NEW SAFETY INITIATIVES

Chicago -- Secretary of Transportation Samuel K. Skinner, addressing the National Safety Council, asked its members to "join in a nationwide effort to revitalize and intensify driver awareness of the life-saving practice of buckling up, and the safety hazards involved in speeding and driving under the influence."

Stressing the importance of public safety, Skinner announced two rulemaking actions on multipurpose vehicles by the Department's National Highway Traffic Safety Administration (NHTSA). One, a final rule, requires manufacturers to install rear-seat lap/shoulder belts in light trucks, vans, multipurpose passenger vehicles, and convertible passenger cars. The second action, a Notice of Proposed Rulemaking, would require automakers to provide light trucks, vans, and multipurpose passenger vehicles with the current roof crush resistance standards for passenger cars, effective Model Year 1992.

"Light trucks are being used more and more to transport people as well as property. These new rules will help ensure that occupants of light trucks have the same safety protection as people riding in cars," Skinner stated.

He asked the National Safety Council to help with new safety initiatives now under development, including reinforcement of support for citizen groups, designated driver programs, and driver safety education in schools and workplaces. And, Skinner said, "We need to restore greater public understanding and respect for posted speed limits on all of our roadways . . . DOT continues to support flexibility for states in determining appropriate speed limits, but we will combat any emerging trends toward speeding on our public roads." The Secretary noted that he has recently written to the governors of all 50 states to enlist their participation in a nationwide campaign featuring speed as a driving safety issue.

"We want to see greater compliance with posted speed limits from motorists on all our roadways," Skinner said, and this "requires meaningful speeding laws with appropriate sanctions, effective enforcement and adjudication, support from elected public officials and police agencies . . . and commitment from our outstanding public and private safety organizations."

-more-

Highlighting other accomplishments in the area of transportation safety, the Secretary said that:

o In more than 100 public sessions devoted to the Department's development of a National Transportation Policy, "Many differing views and ideas were exchanged . . . but consensus was clear . . . **safety** must be the paramount consideration in our transportation system."

o "For years we have been taking America's highways and roads for granted. Not anymore. As we've just learned in California, highway structures are aging, crumbling or unstable, and in many urban regions their capacity is being strained. Remedying the situation is not going to be a quick fix and it's not going to be cheap . . . incorporating into construction what we have learned, particularly at the cost of human life, amounts to a sacred trust that must be met."

o A side-impact standard and the new safety rules are among many issues of concern to DOT and NHTSA that directly affect the auto industry. "This Administration's commitment to improving vehicle safety and emission standards means that Detroit and the federal government are going to have to work more closely together than they have in the past."

o Drug testing is an important part of DOT's effort to lower the incidence of human error accidents. Drug testing of more than four million employees in safety and security-related jobs in all major modes of transportation is scheduled to start in the near future. "Although our rules are undergoing challenges in the courts, I fully intend to proceed with their implementation under the law."

o In an Advance Notice of Proposed Rulemaking, DOT is seeking public comment on the extent of the alcohol problem in DOT-regulated transportation industries, and whether the Department's present alcohol-abuse rules for these industries are sufficient to address the problem, and what additional action, if any, should be taken.

o On the issues of aviation security and safety, in the wake of the Pan Am Flight 103 terrorist disaster, and the tragic incidents of fuselage failure involving Aloha and United Airlines, regulatory action by DOT and the Federal Aviation Administration has been accelerated.

"The importance of public safety cannot be overestimated," Skinner 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 IMMEDIATE RELEASE
Saturday, November 4, 1989

DOT 137-89
Contact: Hal Paris
Tel.: (202) 366-5571

U.S. JAPAN REACH IMPORTANT AGREEMENT ON NEW AIR SERVICE

U.S. aviation negotiators have initialed a new agreement in principle with Japan that the Department of Transportation said would provide a major expansion of air services between the two countries.

"This agreement represents the most dramatic expansion of air services to Japan since the original bilateral aviation agreement was signed in 1952," said Secretary of Transportation Samuel K. Skinner.

"The agreement is an important achievement for both nations," the Secretary said. "It will enable the airlines of both sides to respond far more effectively to the demands of this critical and ever growing economic and trade relationship. It opens new vistas in terms of travel, trade and tourism and provides substantial new opportunities for U.S. communities to enjoy scheduled and charter airline services across the Pacific. Most important," Secretary Skinner said, "it reflects the strength of our friendship with Japan and the importance of our economic alliance."

The agreement authorizes U.S. and Japanese airlines to operate a great many new "combination" services (flights carrying both passengers and "belly" cargo) between Japan and the U.S. Important new all-cargo services will be permitted as well. Special provisions are included for the benefit of Alaska, Guam and Saipan.

Under the terms of the agreement:

- o U.S. airlines will be able to operate new combination services to Tokyo from three U.S. cities; they will also be able to operate new combination services to Japanese cities other than Tokyo or Osaka from three U.S. cities.

-more-

- o Japanese airlines will be able to operate new combination services from Tokyo to three U.S. cities, and new combination services from Japanese cities other than Tokyo and Osaka to three U.S. cities. Japanese airlines are also permitted to add one-stop service to as many as three other U.S. cities. (There is no limit on the ability of U.S. airlines to provide such one-stop connections to U.S. cities.) Japan Air Lines' services in the Tokyo-Seattle-Chicago market will be increased from five to seven flights per week.
- o The U.S. can designate an additional all-cargo airline for service to Japan. A currently designated all-cargo airline will be authorized to serve an additional point in Japan to be selected from Nagoya, Fukuoka or Sapporo.
- o The current quota of 300 annual charter flights available to U.S. airlines -- a great many of which are used for cargo flights -- will be increased to 450 flights effective Jan. 1, 1990.
- o Japanese airlines will be authorized to operate up to 8 all-cargo flights per week to Chicago. NCA, a Japanese all-cargo airline, will be authorized to serve Los Angeles and Chicago for the first time.
- o Separate new rights from Guam and Saipan will permit an additional U.S. carrier (for a total of two) to serve Nagoya, Fukuoka, and Naha (Okinawa). In addition, two new services will be permitted between Guam/Saipan and any two cities in Japan other than those currently served.
- o Any U.S. or Japanese carrier providing combination service between Japan and the U.S. will be permitted to serve Alaska in conjunction with that service. Moreover, one additional U.S. carrier and one additional Japanese carrier will be authorized to provide daily combination turnaround service between Alaska and any point in Japan other than Tokyo and Osaka.

The agreement in principle was formulated this week in Tokyo, and initialed at 5:30 a.m. Sunday, following six days of intensive negotiations. The U.S. delegation consisted of officials from the Departments of State, Transportation, Commerce, and the Interior, and was led by Charles Angevine, Deputy Assistant Secretary of State for Transportation Affairs.

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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 TUESDAY
November 7, 1989

DOT 138-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT'S MONTHLY CONSUMER REPORT SHOWS DECLINE IN AIRLINE DELAYS, BAGGAGE PROBLEMS

The nation's major airlines showed a decline in the number of flight delays and baggage problems reported in September, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer Report, said the 12 largest U.S. carriers reported that 79.6 percent of their flights operated on time in September, an improvement over the 74.6 percent on-time performance recorded in August.

It was the best showing for the airlines since last April when they reported an on-time performance of 83.4 percent. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the carriers in September also declined, averaging 7.25 reports per 1,000 passengers compared to 8.19 in August.

Meanwhile, consumer complaints to DOT against the industry were up slightly in October to 1,143, compared to 1,104 in September. The October total, however, represents a 17 percent decline from October 1988 when complaints numbered 1,381.

In an effort to improve the report and present a more accurate picture of complaints against the airlines, the Department is changing the "ranking" page of the report's consumer complaint section. Until now, enplanement data used as a base to establish complaint rates lagged behind actual complaint numbers by two months.

While the October "ranking" page in this report uses October complaints and August enplanement data, there is an additional "ranking" page providing statistics for September, which uses September complaints based on September enplanements. Next month's consumer report, to be issued in early December, will show how the carriers ranked in October based on October enplanements. There will be no complaint data for November in next month's report.

Beginning in January 1990, the report will contain data on flight delays, mishandled baggage and consumer complaints for the same month (November).

- more -

The Department reminded consumers again that they may obtain on-time performance data for specific flights by calling 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
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, November 8, 1989

DOT 139-89
Contact: Elaine Matrigali
Tel.: (202) 366-5571

SKINNER CALLS ON DOT I.G. TO ORGANIZE ANTI-FRAUD TASK FORCE

Secretary of Transportation Samuel K. Skinner today outlined a plan to have the Department's Inspector General organize an anti-fraud task force that will oversee the huge dollar amounts of relief for California in the aftermath of the recent earthquake.

The Secretary, in a speech to the Highway Users Federation for Safety and Mobility (HUFSA), said the anti-fraud task force would consist of representatives from the Federal Highway Administration, the Department's Office of Inspector General, the U.S. attorney's office in San Francisco and the California Department of Transportation.

He said anyone suspecting fraud is urged to call the Inspector General's office in California at 800-545-7496 and out of state at 800-424-9071. If requested, calls will be handled confidentially.

Skinner commended HUFSA for the excellent work it has done over the years promoting efficiency, economy, and safety in our national highway system. "The Highway Users Federation is a major force for progress in national surface transportation, and I look forward to working with you as we develop a National Transportation Policy," he said.

Skinner noted that describing "infrastructure" isn't always easy, but "when we look at the aftermath of the earthquake in northern California, and we see the collapsed section of Interstate 880, the lack of access to the Bay Bridge, and the resulting traffic and commuter delays, we can describe the word 'infrastructure' in much more understandable terms."

"To those people in California, infrastructure now means productivity in the marketplace, jobs, access to goods and services," he said. Skinner added that it also means economic vitality, safe transportation, and quality of life.

- more -

Skinner said our national highway system . . . is under serious strain; the Interstate system is our primary mode of distributing goods and services and sustains America's ever-growing demand for productivity and mobility, and it moves the economy from coast to coast. It must be maintained and improved because, "Delays on our highways reduce overall national productivity."

To illustrate how important our highways are, the Secretary pointed out that the closing of highways due to the devastating effect of the California earthquake "has forced people out of their homes, businesses to shut down, and workers to spend more time in cars, buses, and mass transit, instead of in the workplace." He added that "Early estimates of the costs to repair that damaged infrastructure are approximately one billion dollars, and repair will take years to complete."

The Secretary also reiterated his commitment to deregulation. "Deregulation in certain sectors of the transportation industry would enhance productivity," he said. "Unnecessary administrative barriers between our states should be removed to improve the free flow of interstate commerce."

Addressing his top priority, Skinner said, "A strategic National Transportation Policy across all modes is needed to keep America safe, strong, and competitive in the future." The Department's policy is nearly complete, and will be presented early next year. It will include a focus on a safe and efficient highway system balanced with other national needs.

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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, November 8, 1989

DOT 140-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT ISSUES A SECOND LAUNCH LICENSE
TO SPACE SERVICES INC. OF AMERICA

Transportation Secretary Samuel K. Skinner announced today that the Department's Office of Commercial Space Transportation has issued a second license to Space Services Inc. of America (SSI).

The license authorizes SSI's next four commercial launches, scheduled as follows: Consort 2 (Nov. 15, 1989), Consort 3 (1990), Consort 4 (1991), and Consort 5 (1992).

"Entrepreneurial rocket companies that provide safe, reliable suborbital launch services can contribute enormously to building a strong, diverse U.S. commercial launch industry," Skinner said. "They also promote scientific research and education by offering launch access to the many universities and private industry scientists seeking to conduct space-related research and development."

The SSI launches will be conducted at the White Sands Missile Range (WSMR) near Las Cruces, N.M. For each mission, a two-stage Starfire I rocket will carry a payload of several materials processing experiments on a suborbital flight path.

The experiments are owned by the University of Alabama-Huntsville Consortium for Materials Development in Space and are designed to test the effects of microgravity on commonly-used industrial manufacturing processes.

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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, November 22, 1989

DOT 144-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT SPONSORS CONFERENCES TO HELP TRANSPORTATION INDUSTRIES IMPLEMENT DRUG TESTING PROGRAMS

Secretary of Transportation Samuel K. Skinner today announced a series of symposia in seven cities across America designed to help officials in the transportation industry carry out their companies' drug testing programs.

Skinner said, "These seven conferences will help the Department and industry work together in implementing effective drug programs. It is critical for both the public and private sector to take all necessary action to guarantee the American people a drug-free and safe transportation system. At the same time, we want to assure affected employees that the programs will be conducted with the greatest respect for individual dignity and privacy."

Drug testing programs generally are scheduled to go into effect beginning next month. The regulated industries, which are required to test workers in sensitive safety- or security-related positions, include aviation, pipelines, railroads, the merchant marine, workers in transit systems that receive federal funds, and an estimated three million truck and bus drivers operating in interstate commerce.

Cities and dates for the symposia are: Washington, D.C. (Dec. 7-8); Los Angeles (Dec. 19-20); New Orleans (Jan. 4-5); Chicago (Jan. 18-19); Boston (Jan. 30-31); Denver (Feb 7-8); and Dallas (Feb. 22-23).

Invitations to participate in the two-day meetings already have been extended to the regulated industries. Other interested persons may request to attend, but each session is limited to 300 people, and there is a \$50 registration fee to help defray expenses. Registrants will be responsible for their own lodging. Based on the responses received, the number of participants from a particular organization may have to be limited.

Questions about the symposia or requests for registration forms may be directed to Loraine Price or John Smith at (301) 589-6248.

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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 TUESDAY
November 28, 1989

DOT 145-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT ISSUES FINAL RULE ON DRUG TESTING PROCEDURES FOR TRANSPORTATION INDUSTRIES

The Department of Transportation today issued a final rule for drug testing procedures covering workers in six transportation industries regulated by the Department.

The procedures are designed to ensure the accuracy, integrity and effectiveness of testing and to protect the privacy of employees. Drug-testing begins for many employees in the covered industries next month.

The rule requires the use of laboratories certified to meet the stringent standards set by the Department of Health and Human Services (DHHS). To check laboratory accuracy, employers must also send three "blind samples" for every 100 employee specimens submitted. A blind sample is a known "blank" or "spiked" urine specimen that is submitted to a laboratory to make sure that the laboratory's testing is accurate.

Certain precautions are included to avoid "false positive" readings:

- o There is both an initial screening test and a confirmation test.
- o A physician (the medical review officer) must determine whether there is a legitimate medical explanation for a positive test result.
- o As a further safeguard, an employer may choose to use a "split sample" approach, in which part of an employee's urine sample is kept for subsequent testing in case of a positive test.

The rule revises a November 1988 interim final rule, on which the Department received more than 80 comments. Some of the suggestions adopted include a reduction in the blind sampling rate and the revision of a "chain of custody" form for urine samples. The form is intended to ensure that there is no doubt that a test result pertains to the urine sample provided by a particular employee.

The Department rejected suggestions to expand the number of drugs tested, to modify the positive cutoff levels for various drugs, or to use on-site screening methods.

DHHS drug-testing guidelines, upon which DOT procedures are based, are scheduled for review at a DHHS "Consensus Conference" to be held Nov. 29 - Dec. 1. DOT will participate in the conference that will examine issues similar to those raised in this rulemaking. Decisions made as a result of the DHHS conference may lead to further changes in DOT's testing procedures.

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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
December 4, 1989

DOT 146-89
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT ADOPTS ELECTRONIC FILING OF FLIGHT INFORMATION

Secretary of Transportation Samuel K. Skinner announced that the Department, beginning today, will allow airlines to replace their paper systems for filing tariffs for international flights with DOT with a more cost-effective automated electronic filing system.

"Changing to electronic filing of tariffs will save the airline industry more than \$6 million annually, as well as allow carriers to more quickly make fare changes in response to market conditions," Skinner said. "Eliminating these antiquated and costly paper filings, totalling 245,000 pages per year, represents one of the largest single paperwork reductions undertaken by DOT.

"This innovation is consistent with my pledge to reduce the burdens of time and expense to both government and industry by replacing outdated systems with state-of-the-art technology," Skinner added.

Today's action implements rules issued in January to eliminate the requirement for paper filing of passenger fare tariffs with the Department. Airlines have been filing tariffs electronically on an experimental basis, in addition to paper filings, since last July.

A related rule, allowing airlines to replace paper tariffs posted at ticket sales locations around the world with electronic displays, was implemented in January.

An airline's tariff covers prices and related conditions, including what passengers are entitled to in certain classes of service on each flight, and also explains key terms such as liability and claim provisions; the carrier's right to change the contract; rules on check-in times, reservations and refusal to carry; and the carrier's obligations concerning delays, schedule changes and changes of equipment.

Each airline is required by U.S. law and various international aviation bilateral agreements to file tariffs for international flights.

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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
December 7, 1989

DOT 148-89
Contact: Hal Paris
Tel.: (202) 366-5571

DOT'S MONTHLY AIR TRAVEL CONSUMER REPORT SHOWS DECLINE IN OVERSALES, BAGGAGE PROBLEMS

The rate of airline passengers involuntarily denied boarding (bumped) from a flight because it is oversold showed a decline in the first nine months of 1989, the Department of Transportation reported today.

The Department, releasing its monthly Air Travel Consumer Report, said that during the January-September period of 1989, 2.61 passengers per 10,000 boardings were denied seats, compared to a 3.02 rate during the corresponding three-quarter period in 1988.

Meanwhile, the 12 largest U.S. carriers reported that 79.5 percent of their flights operated on time in October, virtually a repeat of the 79.6 percent on-time performance in September, and well above the 74.6 showing in August.

Mishandled baggage reports filed against the carriers in October also declined, averaging 6.98 reports per 1,000 passengers compared to 7.25 in September.

Consumer complaints to the Department against the industry totalled 1,143 in October compared to 1,104 in September. Today's report contains no data on complaints in November. In an effort to improve the report, the Department wants the complaint rates to be based on the actual enplanement data for the same month. Until now, such enplanement data lagged behind the actual complaint numbers by two months.

Information on November complaints will be reported next month, when the report will contain data on flight delays, mishandled baggage and consumer complaints for the same period.

DOT reminds consumers who want on-time performance data for specific flights to call 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. This information is 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
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News:

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

FOR RELEASE THURSDAY
December 7, 1989

DOT 149-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER SAYS DOT WILL WORK WITH INDUSTRY TO IMPLEMENT DRUG-FREE TRANSPORTATION SYSTEMS

Secretary of Transportation Samuel K. Skinner, speaking at the first of seven conferences designed to help officials of the transportation industry conduct drug testing programs, said today that workers in safety- or security-related positions must be drug free to assure the safety of our transportation systems.

Emphasizing that the Department will work closely with industry to help it achieve a drug-free workplace, Skinner told a symposium in Washington, D.C., "We hope to be able to provide guidance and practical advice through these meetings during this critical phase, when the large companies are starting testing and the small companies are gearing up to start next year." He said one way to help would be to develop guidance material based on visits to a cross section of the companies regulated by each mode of transportation to identify common errors made during collection and testing. He described this approach as an educational rather than an enforcement effort.

"The procedures in the regulation," the Secretary continued, "are designed to ensure the accuracy, integrity and effectiveness of testing and to protect the privacy of employees . . . We realize the necessity for emphasizing considerations of human dignity.

"We have a drug-testing program in the Department, we know it is effective and we gained some knowledge to build on," Skinner said. He noted that the DOT program covering 32,000 of its employees began in September 1987. Through late November 1989, 25,349 random tests were made at 900 duty stations across the country. Only 141 or .5 percent were positive.

"That's far below the national average and we believe that our drug awareness, education, counseling and rehabilitation services helped the Department achieve that score. We do know for certain that two-thirds of the people who went through rehabilitation were successful and are back at work."

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Drug-testing programs are scheduled to start this month for truckers, mariners, and transit and aviation workers. (Note: implementation of random testing and some forms of post-accident testing for truckers has been deferred, pending resolution in the courts; pre-employment testing for mariners began last summer.) An expanded program for the railroad industry and a new program for the pipeline industry are scheduled to begin in January and April, respectively.

Among other things, the DOT drug-testing rules require:

- o The use of laboratories certified by the Department of Health and Human Services.
- o Employers to send three "blind samples" for every 100 employee specimens submitted to check laboratory accuracy.
- o Precautions to avoid 'false positive' readings. These call for an initial screening test and a confirmation test; a physician to determine whether there is a legitimate explanation for what would otherwise be a positive test. As a further safeguard, an employer may choose to use a "split sample" approach, in which part of an employee's urine sample is kept for subsequent testing in case of a positive test.

Cities and dates for the next six symposia are: Los Angeles (Dec. 19-20); New Orleans (Jan. 4-5); Chicago (Jan. 18-19); Boston (Jan. 30-31); Denver (Feb. 7-8); and Dallas (Feb. 22-23). Questions about the symposia or requests for registration forms may be directed to Loraine Price or John Smith at (301) 589-6248.

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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
December 13, 1989

DOT 151-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DRUG TESTING PROGRAMS SET TO BEGIN FOR CERTAIN TRANSPORTATION WORKERS

Drug testing programs begin next week for certain employees in safety and security-related jobs in industries regulated by the Department of Transportation, starting with aviation industry workers Dec. 18.

"We must move forward with the difficult task of ridding the transportation workplace of drugs," said Secretary of Transportation Samuel K. Skinner. "The safety of transportation in our country is in the hands of the people who operate the systems and travelers must have confidence that they are drug-free."

Testing programs begin next week for large companies (generally 50 or more employees who are in sensitive positions subject to testing) under rules administered by the respective DOT agencies.

The rules, which were published on Nov. 21, 1988, call for five kinds of testing -- pre-employment, periodic (for certain employees who undergo regularly-required medical exams), random, reasonable cause and post-accident -- for the presence of marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP).

When the programs are in full swing, an estimated 4 million transportation workers will be subject to drug testing.

The Federal Aviation Administration (FAA) rule will cover 538,000 aviation employees. On Dec. 21, programs start that will eventually cover about 3 million interstate truck and bus operators regulated by the Federal Highway Administration (FHWA); 195,500 mass transit workers in systems that receive federal funds from the Urban Mass Transportation Administration (UMTA); and 120,000 commercial vessel mariners regulated by the Coast Guard.

Full testing programs for most of these employees begin next week. However, random and post-accident testing for interstate truck and bus drivers is held up by a court injunction.

In 1990, random drug testing begins Jan. 16 for 90,000 railroad workers regulated by the Federal Railroad Administration (FRA). On April 20, testing starts for 116,500 pipeline industry workers under a rule issued by the Research and Special Programs Administration (RSPA).

-more-

All of the rules provide for a phase-in period for random testing. The first year rate must be 25 percent, after which the rate must be 50 percent.

The DOT used Department of Health and Human Services guidelines as a model for laboratory personnel and for specimen collection laboratory analysis to ensure fair and accurate testing while protecting the privacy and dignity of the individual. Employers are required to send three "blind samples" for every 100 employee specimens submitted to check laboratory accuracy.

An employee who tests positive for any of the drugs must be removed from safety duty. Depending on the individual company's plan, he or she may be reinstated after rehabilitation, with the approval of a medical review officer.

Testing for 32,000 DOT employees in security and safety-related jobs began in September 1987. "We know that the DOT program is effective," the Secretary said. He also noted that DOT has scheduled symposia across the country to help officials of the transportation industries implement the drug testing programs. The first meeting was held in Washington, D.C. last week. The next conferences will take place in Los Angeles (Dec. 19-20); New Orleans (Jan. 4-5); Chicago (Jan. 18-19); Boston (Jan. 30-31); Denver (Feb. 7-8); and Dallas (Feb. 22-23).

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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
Friday, December 15, 1989

DOT 152-89
Contact: David B. Sandor
Tel.: (202) 366-5571

SKINNER CALLS FOR TOUGHER, MORE UNIFORM LAWS AGAINST DRUNK AND DRUGGED DRIVING

Transportation Secretary Samuel K. Skinner today called for more uniform laws to combat drunk and drugged driving on our nation's highways and urged stricter enforcement of drunk driving laws across the country.

Speaking before the Fifth Annual Awards Luncheon of the National Commission Against Drunk Driving (NCADD), Skinner said "We need to see strong, tough laws implemented across the board, not just here and there." He noted that more than half the states still do not have open container laws and that only 13 states currently have anti-plea bargaining statutes and just 15 states have authorized administrative license suspensions for drivers who fail an alcohol breath test. He praised Maine, Oregon and Utah for lowering the amount of alcohol motorists can legally have in their blood from .10 to .08 percent.

Skinner praised the efforts of individuals and communities across the country who have worked to combat the problem of drunk driving. "Drunk driving calls for local solutions. Guidelines and some regulations may be set at the federal level, but the real success in carrying them out is at the state and local level, with positive reinforcement from community and business leaders and groups like MADD, SADD and others."

In presenting the NCADD Humanitarian Award to James Kemper, former Chairman of Kemper Insurance and a member of the President's Commission on Drunk Driving, Skinner praised his efforts to bring public officials and corporate leaders together in the Network of Employers for Traffic Safety (NETS) to combat the problem of drunk driving. "I cannot stress enough the importance of groups like this. American businesses are in an ideal position to change attitude and behavior because they can reinforce positive safety messages every day in the workplace."

According to the National Highway Traffic Safety Administration, slightly more than half of all motor vehicle fatalities are alcohol related, while drugs are a factor in 10 to 15 percent of driver fatalities.

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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
Friday, December 22, 1989

DOT 154-89
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Kathy Fiorillo
(202) 366-2931

DOT ISSUES THREE COMMERCIAL LAUNCH LICENSES TO MCDONNELL DOUGLAS CORPORATION FOR ORBITAL FLIGHTS IN 1990 AND 1991

Transportation Secretary Samuel K. Skinner announced today that the Department's Office of Commercial Space Transportation (OCST) has issued three commercial launch licenses to McDonnell Douglas Corporation.

The licenses were issued for the following missions: PALAPA B2-R, INMARSAT-2 (Flights 1 and 2), and NATO IVA. All of these flights will take place from the Cape Canaveral Air Force Station in Florida.

PALAPA B2-R is a communications satellite refurbished by Sattel Technologies, Inc., a private U.S. company. Once deployed, it will provide highly efficient and high power communication services to Indonesia. It will be launched on a Delta 6925-8 vehicle in 1990.

INMARSAT is an international organization which operates nine communications satellites. The two INMARSAT-2 satellites will provide ship-to-shore and shore-to-ship communication coverage. A Delta 6925 vehicle will be used to launch both satellites, one in 1990, the other in 1991.

NATO IVA is a communications satellite that will provide communications for NATO (North Atlantic Treaty Organization) forces. It will be launched on a Delta 7925 vehicle in 1990. Once in orbit, the satellite will be operated by the Royal Air Force (United Kingdom) under direction from the NATO Integrated Communication System Central Operating Authority.

To date, OCST has issued 10 commercial launch licenses. In addition, OCST expects to review at least 20 commercial launch license applications next year.

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U.S. Department of
Transportation

News:

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

FOR RELEASE
December 22, 1989

DOT 155-89
Contact: Linda Strine
Tel.: (202) 366-5770
Roslyn Kaiser
(202) 366-5771

SKINNER ENDORSES TASK FORCE REPORT ON WOMEN, MINORITIES AND HANDICAPPED IN SCIENCE AND TECHNOLOGY

Secretary of Transportation Samuel K. Skinner has announced his support of the final report published by the congressionally-mandated Task Force on Women, Minorities and the Handicapped in Science and Technology.

Skinner said, "Technological advances and increased productivity are of great significance to the Department, as we develop our national transportation policy and look ahead to the next century for further progress in aviation, commercial space and the other technological areas to keep America competitive."

The final report, entitled Changing America: The New Face of Science and Engineering, outlines specific actions and recommendations for government, business and the American public to deal with the expected shortage of scientists and engineers that this nation will face by the year 2000.

The report covers major goals for the nation, including one that all children born today, from all backgrounds, have a quality education, including mathematics and science, and the opportunity to participate in the science and engineering workforce to their fullest potential. In addition, it calls for:

- o Reform of pre-kindergarten through grade 12 mathematics and science curricula and increased efforts to expand the number and diversity of students graduating in science and engineering;
- o The use of federal research and development funds to influence the nation's science and engineering effort;
- o The development of an accessible, equitable work environment that will attract young people to careers in science and engineering;
- o The encouragement of entertainment industry and mass media participation in reshaping popular attitudes toward science and engineering.

Stephanie Lee-Miller, Director of the Department's Office of Commercial Space Transportation, and Alvin Thomas, Deputy Director, Program Engineering Services, Federal Aviation Administration, served on the Task Force. The report may be obtained from the Task Force on Women, Minorities and the Handicapped in Science and Technology, 330 C St. S.W., Washington, D.C. 20201, or by calling (202) 245-7477.

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FOR IMMEDIATE RELEASE

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Contact: Roslyn Kaiser
Tel.: (202) 366-5571
Sam Vass
(202) 366-2009

DOT OFFICE OF INSPECTOR GENERAL REPORTS MANAGEMENT COMMITMENTS TO SAVE \$389 MILLION

The Department of Transportation's Office of Inspector General (OIG), in its semiannual report to Congress, identified savings of \$389 million that could be obtained through recoveries and improvements in government operations. Some of the benefits involve audit reports issued during prior periods.

The 6-month report ending Sept. 30, 1989, shows that the OIG issued or processed 1,028 audit reports which identified \$234.5 million in funds to be put to better use and unsupported costs of \$79 million, and questioned costs of \$57 million. The OIG also made recommendations on improving the operations of the Department.

Efforts are in progress to seek recoveries and to make more effective use of resources which will account for \$132 million from current reports and \$257 million from prior period reports, for a projected savings of \$389 million.

Investigations completed by the OIG resulted in 70 indictments; 41 convictions; 15 years in prison sentences; \$7.1 million in fines, court-ordered restitutions, administrative recoveries and cost avoidance; 55 suspensions and debarments; and 60 other administrative actions. The OIG's contract bid-rigging investigations are now active in 18 states.

The report also highlighted several highly visible projects that will increase fraud awareness, prevention and detection efforts. For example, continuous emphasis was placed on the results of computer matching which compared airmen records with law enforcement records in order to identify airmen who had not reported to the Federal Aviation Administration drug and alcohol-related traffic convictions, as required when applying for or renewing airmen licenses. The OIG also encouraged use of the Hotline Complaint Center by distributing new Hotline posters throughout the Department and by including the OIG's Hotline telephone number on employee earnings and leave statements.

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