



**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Monday, January 8, 1990

DOT 02-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

Consumer complaints against the nation's airlines declined slightly in November compared to October 1989, the Department of Transportation (DOT) announced today.

The Department, releasing its monthly Air Travel Consumer Report, said that consumers registered 1,125 complaints in November, while the number in October totaled 1,143.

Meanwhile, the 12 largest U.S. carriers reported that 78.0 percent of their flights operated on time in November, slightly below their 79.5 percent on-time performance in October.

Mishandled baggage reports filed against the carriers in November averaged 6.99 reports per 1,000 passengers, virtually a repeat of the 6.98 reports registered the previous month.

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
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, January 9, 1990

DOT 03-90
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DOT ISSUES FIRST 1990 QUARTERLY COMMERCIAL LAUNCH MANIFEST

The Department of Transportation (DOT) today released the first quarterly Commercial Space Launch Manifest for 1990. Three more missions have been scheduled since the manifest was last issued in October 1989.

"This manifest is being released as the industry begins its second year of successful U.S. commercial launch operations," announced Stephanie Lee-Miller, Director of the Department's Office of Commercial Space Transportation at TransExpo, the transportation technology exposition sponsored by DOT. "The growing number of missions reflects the private sector's continuing commitment to building a strong, competitive U.S. commercial launch industry."

The three flights added to the manifest are: General Dynamics (Galaxy V in 1991 and Galaxy IR in 1992) and Orbital Sciences Corp. (FREJA in 1993). The manifest shows a total of 33 flights scheduled through mid-1995, with 13 of those expected to take place this year.

More than 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 organizations, domestic and foreign companies, and the governments of the United States, Indonesia, Italy, India, Sweden, and Great Britain. The payloads include the Mars Observer and other scientific experiments, communications satellites and weather satellites.

Last year three DOT-licensed commercial launches took place. A sounding rocket owned by Space Services Inc. of America was successfully launched from the White Sands Missile Range in New Mexico on March 29, 1989. The first DOT-licensed commercial orbital launch -- 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. On New Year's Eve, a Martin Marietta Titan 3 rocket lifted off from Cape Canaveral carrying Japanese and British satellites.

U.S. COMMERCIAL LAUNCH MANIFEST
(As of January 1990)

COMPANY	PAYLOAD/ COUNTRY	CUSTOMER LAUNCH DATE
McDonnell Douglas	LOSAT (U.S.)	2/90
Martin Marietta	INTELSAT VI (Intern'l Consortium)	2/90
McDonnell Douglas	PALAPA-B2-R (Indonesia)	3/90
Space Services, Inc.	Consort 3 (U.S.)	3/90
McDonnell Douglas	INSAT 1-D (India)	6/90
General Dynamics	CRRES (U.S.)	6/90
Martin Marietta	INTELSAT VI (Intern'l Consortium)	6/90
McDonnell Douglas	BSB-R2 (Great Britain)	8/90
McDonnell Douglas	INMARSAT-2 Flt#1 (Intern'l Consortium)	10/90
Orbital Sciences Corp. Space Data Division	Joust 1 (U.S.)	10/90
General Dynamics	EUTELSAT (European Consortium)	11/90
Space Services, Inc.	Consort 4 (U.S.)	11/90
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

COMPANY	PAYLOAD/ COUNTRY	CUSTOMER LAUNCH DATE
Space Services, Inc.	Consort 5 (U.S.)	5/91
AMROC	SET-2 (U.S.)	/91
General Dynamics	GOES I (U.S.)	/91
General Dynamics	GALAXY V (U.S.)	/91
General Dynamics	INTELSAT-K (Intern'l Consortium)	/91
Orbital Sciences Corp. Space Data Division	Joust 2 (U.S.)	/91
Martin Marietta	MARS OBSERVER (U.S.)	9/92
General Dynamics	GOES J (U.S.)	/92
General Dynamics	GALAXY IR (U.S.)	/92
General Dynamics	UHF 1 (U.S.)	/92
General Dynamics	INTELSAT VII Flt#2 (Intern'l Consortium)	/93
General Dynamics	INTELSAT VII Flt#3 (Intern'l Consortium)	/93
General Dynamics	ORION 1 (U.S.)	/93
General Dynamics	ORION 2 (U.S.)	/93
Orbital Sciences Corp.	FREJA (Sweden)	/93
General Dynamics	SAX (Italy)	/94
General Dynamics	GOES K (U.S.)	/95



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M-49 8

FOR RELEASE WEDNESDAY
January 10, 1990

DOT 04-90
Contact: David P. Prosperi
Tel.: (202) 366-4570

SKINNER PREVIEWS NATIONAL TRANSPORTATION STRATEGY IN SPEECH TO TRANSPORTATION RESEARCH BOARD

Describing the 1990's as "the decade of achievement," Transportation Secretary Samuel K. Skinner today said he believes the time is right for a national transportation strategy designed to increase reliance on the private sector, stimulate competition, and allow the magic of the marketplace to work.

Addressing the 69th annual meeting of the Transportation Research Board, Skinner praised America's transportation system, calling it "efficient" and part of our nation's "success in world markets."

However, in the face of the expanding international competition, Skinner said, "we no longer can take transportation for granted. We need to maintain, expand, and make our transportation system more productive. We need a better application of management and technology."

In developing the national transportation strategy, one of Skinner's top priorities, the department undertook one of the most extensive outreach efforts ever conducted by a government agency by holding 117 public events in 43 cities and towns across the nation.

Skinner said, "In essence, what we heard was a call for an improved transportation system, a system with greater capacity, a sound financial base, a strong and competitive transportation industry, a system that protects the environment, that supports safety and national security, and that advances our transportation technology and expertise. The American people want new transportation to fit their needs in a new century."

While noting that the national transportation strategy is still in the review process, Skinner presented a preview of five major areas.

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"First of all, we envision a stronger, healthier partnership among federal, state and local governments. We will strive for additional regulatory flexibility and policies that recognize the diversity of conditions and needs in the real world.

"At the same time, a healthier partnership goes hand-in-hand with reduced dependence on federal money. We believe federal recipients of federal transportation aid should pay a larger share of project costs. By upping the ante for state and local governments, we will help bring the principles of market competition to bear in our financing programs.

"Secondly, we're going to be looking for new and creative ways to apply the time-tested user fee principle. We intend to recover from users the maximum practical share of costs they impose. This includes recovering federal costs from user groups that are now getting a free ride. We also want to make it easier for other levels of government to levy user fees for transportation improvements.

"A third strategy will be to stimulate more private investment in transportation.

"As we want to benefit from the creativity and competitive energy of the American people, we must minimize federal barriers to private participation in the ownership, financing, construction, and management of transportation facilities and services.

"Our fourth initiative will be to remove unnecessary regulations. For example, we will continue to push for repeal of the tort-based system of liability and damages under the Federal Employers' Liability Act, so that railroads can operate under state workers compensation systems as other industries do.

"Finally, one of the major thrusts of the strategy will be to promote new technology and more support for efforts in research and development, both in the public and private sector. U.S. industries, such as the rail industry with "mag-lev" and high speed rail, and the auto industry with IVHS "smart cars," have shown the leadership and the capability to fund innovative systems in order to move people and products safely and efficiently.

"Over the past ten years, we've witnessed the benefits to consumers from airline deregulation. Now it's time to complete the deregulation of the trucking industry as well. We also want to remove unnecessary federal requirements that hamstring U.S. flag ships trying to compete in world trade."

Skinner noted that the national transportation strategy not only will help shape the major transportation legislative reauthorizations that will be enacted in the next several years, it will drive a series of actions by the Department in the coming weeks and months.

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REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
TRANSPORTATION RESEARCH BOARD
WASHINGTON, D.C.
JANUARY 10, 1990

It is an honor for me to address the 69th annual meeting of the Transportation Research Board. Over the years, you have made a contribution of unparalleled excellence throughout the world of transportation, and I pledge to you today that the Department of Transportation will continue to work with you in our joint efforts to address the future transportation needs of this nation.

I want to first thank you for your support of TransExpo. Addressing America's future transportation needs is what TransExpo is all about. This exhibition, the largest of its kind in the U.S. since 1972, has showcased the innovative design and technological advances within the transportation industry that will move it into the '90s and beyond.

We at the Department are gratified and excited with the outstanding support provided by everyone in assuring the success of TransExpo. Thanks to all for making this exhibition possible.

You don't need a crystal ball to predict that the 1990s will be a decade of far-reaching change. We may see more change than we've seen in any decade since World War II. Every aspect of our life will be affected, including the world of transportation.

There's no question that America enjoys the greatest transportation system ever known. Despite growing challenges, it moves more people and products more efficiently than any other system on earth.

But the world is shifting gears. In the coming decade of change, we're going to be making greater demands on our transportation system. We're going to be asking it to do more for America, and as transportation people, we must shape the "the decade of achievement." That is what I want to talk about today.

As I see it, in simplest terms our task is to get the system in shape to serve our country in the 21st century even better than it has served in the 20th.

We can't modernize and expand the system overnight. That will take years. But if we're going to get the job done, we've got to start now to take the first steps toward making transportation work better.

And work better it must -- if we are to maintain our standard of living, a standard in many ways tied to mobility. It must work better if we are to remain productive and competitive in a ever expanding global marketplace.

Transportation is the foundation for our success in international markets, and today every market is an international market. In fact, we are at a time when markets mean more than just territory.

America has had successes in global markets when we can price our products competitively. One reason for that success is that we have an efficient transportation system.

Let me give you an example of the kind of transportation efficiency I mean. I recently visited one of Chrysler's new assembly plants in Detroit. The plant manager told me they turn out about 900 cars a day, and yet they never have more than an hour's supply of seats on hand.

He said they rely on a just-in-time supply system that reduces costly inventory to the absolute minimum. Every hour, he calls his seat supplier, 60 miles away, with an order for the seats he'll need four hours later.

The supplier, who is not part of the Chrysler organization, makes the seats and delivers them on time, by truck. That example of efficiency and productivity could not take place if we didn't have the interstate highway system, the legacy of Dwight D. Eisenhower.

There's no question that our success in world markets depends in part on efficient transportation at home. But we cannot rest on our laurels.

For one thing, competition is getting tougher all the time. In 1992, the European Community will become a unified economic entity with a larger population than the United States. On the other side of the world, the Pacific Rim countries are growing stronger with each passing day.

In the face of this expanding international competition, we no longer can take transportation for granted. We need to maintain, expand, and make our transportation system more productive. We need a better application of management and technology.

As a society, we should realize that when we invest in infrastructure, we not only increase productivity, efficiency, and American competitiveness, but we also attract additional investment from the private sector.

Economist David Aschauer, of the Federal Reserve Bank of Chicago, has shown that a higher level of investment in infrastructure is associated with a higher rate of productivity growth.

He also points out that public capital devoted to infrastructure is complementary to private capital, making it even more productive. A good example is the new Denver Airport where the FAA's commitment and investment is a small part of the total investment by the people of Denver and the private sector to stimulate economic growth, not only for Denver and the Rocky Mountain region, but for the nation.

So the nation gets a double pay-off from infrastructure investment -- a pay-off that can give us enormous dividends in quality of life, in standard of living, and in national security.

Stimulating that kind of private investment, I can assure you, is one of our major objectives.

And it is surely needed, for while transportation demand increases, our transportation capacity has not kept pace. As a result, we have an enormous backlog of unmet needs. That's why millions of Americans spend part of every working day in traffic jams. That's why air travelers find flights delayed or canceled.

Those unmet needs mean lost productivity, which can never be recaptured.

Every time a plant waits for raw materials or parts because the rail system can't move quickly enough, or truckers need an extra hour or two due to gridlock, we lose productivity. Every time we have delays at a major airport, we lose productivity.

For our growing, shifting economy, there's no question that those delays will increase as time passes -- which will mean even more lost productivity -- unless federal, state and local officials start making the difficult public policy decisions now.

Here are some reasons why.

It is a national embarrassment that no new major airports have been built in this country in 15 years, even though the number of airline passengers has more than doubled in that time.

Our maritime industry is at an all-time low. U.S. flag ships carry only four percent of the nation's international trade. The Department of Defense is concerned about having adequate sealift capacity to meet its national security requirements.

We could spend billions of dollars just on bridges that must be replaced before the turn of the century -- and billions more for highways, local and rural roads, airports, railroads, mass transit, and sea transport.

How big is the overall problem? Hard numbers are elusive, but experts say the total bill to shape up our infrastructure over the next 20 years could run from one to

three-trillion dollars. While I do not have a "best" estimate, it's clear we're talking about real money.

But just how are we going to revitalize our transportation system? How are we going to get it ready for the 21st century?

To answer those questions, we have developed a national transportation strategy that is intermodal in nature.

I am delighted to announce that the national transportation policy is nearly complete. Ninety-five percent of the strategy has been cleared through the interagency review process and I expect a formal release in February after the State of the Union Address and the release of the President's 1991 budget.

My top priority as Secretary of Transportation must be transportation safety, of course. Nothing comes ahead of that.

But my second highest priority -- ahead of all the others, except safety -- has been to develop such a strategy.

First, I'm not talking of a centralized plan. I'm talking about a set of guidelines, a framework to help federal, state and local officials, and the private sector make strategic decisions for America's future transportation needs.

In the past, we've tended to look at transportation issues in isolation. We looked at rails, or airlines, or highways separately -- too seldom on an inter-modal basis.

To develop our strategy, we went outside to the American people. We undertook one of the most extensive outreach efforts ever conducted by a government agency. We held 117 public events in 43 cities and towns across the nation.

We heard from individual citizens, community groups, unions, researchers, academic experts, trade associations, corporations, state and local governments, and many others.

You could say we ran a kind of national town meeting. As a result, we soon will announce a national strategy developed in the best tradition of Jeffersonian democracy -- a strategy developed from listening to the American people.

We heard reasoned and thoughtful comments on what's right and what's wrong, and how to make it better.

Everywhere we went, we heard some common themes. Americans are concerned about congestion, wasted time, wasted resources, lost technological leadership and lost opportunities.

As one participant said: "This epidemic of slow motion sickness is costing the U.S. the competitive edge and billions of dollars in lost time and fuel."

They told us in no uncertain terms that they want better transportation. They're concerned about decaying structures, obsolete equipment, over-burdened facilities, unused assets, and most of all, they're worried about safety.

They want transportation policies that promote fair competition. They want our system of funding to be fair and reliable. A number of people urged that the transportation trust funds continue to be used for their stated purposes and not to reduce the deficit.

As one woman put it, "Where user fees are appropriate, collect them. But if they are to be collected, use them."

They called for a revival of the maritime industry, more capital investment, and more renewed focus on research and development. They want better use of new technology, and more focus on intermodal transportation.

A number of people said we need more adequate rural transportation. They are concerned about being disconnected from mainstream America. Others are concerned about the disadvantaged traveler being left behind. As a representative of that group pointed out: "... The truth is, the disabled want to get out of their homes and apartments and become more productive, but they cannot without accessible public transportation..."

Many told us they think that transportation is part of the environmental problem and not part of the solution. "If you are going to take environmental issues seriously," one man said, "you've got to incorporate them into transportation decisions."

The President and I agree with that, and we're going to do a better job of it, whether it be preventing oil spills, reducing motor vehicle air pollution or protecting wetlands.

In essence, what we heard was a call for an improved transportation system, a system with greater capacity, a sound financial base, a strong and competitive transportation industry, a system that protects the environment, that supports safety and national security, and that advances our transportation technology and expertise. The American people want new transportation to fit their needs in a new century.

Now that's a tall order. There's no way the federal government can do it all alone, nor should it.

This new national transportation strategy will tap the energy and initiative of the people who provide transportation services and facilities and the people who use them. We're going to move the action closer to the people.

While the strategy is still in the final stages of the review process, I can give you a preview about five major strategies that will be incorporated in it.

They all are designed to increase our reliance on the private sector and state and local governments. They are designed to stimulate competition and allow the magic of the marketplace to work.

First of all, we envision a stronger, healthier partnership among federal, state and local governments.

One way to strengthen the partnership will be to replace rigid requirements with performance-related criteria in federal transportation programs. We will strive for additional regulatory flexibility and policies that recognize the diversity of conditions and needs in the real world.

At the same time, a healthier partnership goes hand-in-hand with reduced dependence on federal money. We believe federal recipients of federal transportation aid should pay a larger share of project costs. For too long, high federal shares for transportation projects have lured cities and states into sometimes unwise or inefficient decisions. By upping the ante for state and local governments, we will help bring the principles of market competition to bear in our financing programs. It will also strengthen state and local accountability for wise transportation decisions.

Secondly, we're going to be looking for new and creative ways to apply the time-tested user fee principle.

We intend to recover from users the maximum practical share of costs they impose. This includes recovering federal costs from user groups that are now getting a free ride. We also want to make it easier for other levels of government to levy user fees for transportation improvements.

A third strategy will be to stimulate more private investment in transportation.

If we want to benefit from the creativity and competitive energy of the American people, we must minimize federal barriers to private participation in the ownership, financing, construction, and management of transportation facilities and services. We must develop new ways to encourage further joint public-private financing of facilities and operations. The public-private toll road ventures which are springing up from California to Virginia are just one example of what can be done. We must be partners with the private sector.

It is equally important to be mindful of the billions of dollars being invested in private transportation infrastructure -- such as pipelines and railroads. Maintaining a climate that will encourage continued private sector funding of these modes is no less vital.

Our fourth strategy will be to remove unnecessary regulations.

For example, we will continue to push for repeal of the tort-based system of liability and damages under the Federal Employers' Liability Act, so that railroads can operate under state workers compensation systems as other industries do. We are also going to push hard on product liability reform and its impact on many businesses, including general aviation.

Over the past ten years, we've witnessed the enormous benefits to consumers from airline deregulation. Now it's time to complete the deregulation of the trucking industry as well, and help bring costs down for both truck operators and their customers.

We also want to remove unnecessary federal requirements that hamstring U.S. flag ships trying to compete in world trade.

Finally, one of the major thrusts of the strategy will be to promote new technology and more support for efforts in research and development, both in the public and private sector, TransExpo demonstrates the importance of developing emerging technology for our future transportation needs.

U.S. industries, such as the railroad industry with "Mag-lev" and high-speed rail, and the auto industry with IVHS "smart cars," have shown the leadership and the capability to find innovative systems in order to move people and product safely and efficiently. Also, by increasing the training of transportation professionals, we can work to maintain our leadership role in technology and R&D, a role enhanced by the efforts of the Transportation Research Board.

And, believe me, with your help we're going to make sure that the Department of Transportation is not part of the problem. We're going to make sure that we aren't creating unnecessary regulatory or administrative headaches that add cost to products. Our policies must not restrict the transportation industry or tie the hands of the planners and managers at the state and local level who will make it all happen.

The American people have challenged Washington to provide more freedom and greater flexibility. They are asking us to remove the heavy hand of government, and that's exactly what we're going to do.

We believe the time is right for a national transportation strategy. It will help shape the major transportation legislative reauthorizations that will be enacted in the next several years -- the federal aviation program, highways and highway safety, and mass transit.

But we are not waiting for those reauthorizations to get moving on implementation. We're moving now.

You will see that portions of the new strategy will be reflected in the Administration's 1991 budget proposal and in a number of actions the Department of Transportation will be taking over the next few weeks and months.

Very shortly, for example, we'll be releasing our comprehensive study of airline competition. Soon after that, we'll be announcing some actions designed to give the FAA the increased capability and capacity it will need to meet 21st Century demands.

Other actions this year will include:

- a further push for the policy we announced late last year regarding greater access by foreign airlines to more U.S. cities,
- a stronger effort to encourage and facilitate more commercial space launches,
- the most comprehensive review of our maritime policy in the Department's history,
- an increased effort to explore high speed rail alternatives,

- and support for legislation to make public transportation more accessible to the disabled traveler,

Those are just a few of the ways we're going to be getting the national transportation strategy rolling this year.

I believe this will be the most significant strategy ever developed for transportation in this country. It is designed to ensure that America has the transportation system it needs to remain competitive in world markets and improve our quality of life.

It will give us a decision-making framework for looking at our nation's transportation needs with a sharper focus on the proper role of the many governments, institutions, industries and private agencies that constitute our transportation sector.

It will strengthen the relationship among federal, state, and local governments and private industry.

It will help us create new ways to pay for infrastructure maintenance and modernization and suggest new opportunities for private initiative and private investment.

If we all get on board, and if we all do our part, we believe there will be better transportation for every American and for every city, town, village, factory, and farm in America.

We'll see a transportation system that moves people and products more efficiently, that offers our travelers far greater ease, convenience, and safety, that is more caring for our disadvantaged and protects our environment.

I see the day:

- when people and products can move easily from one mode of transportation to another,
- when convenient public transportation is available for all who need it,
- when raw materials and finished products get to the factory, the store, and the consumer on time,
- when all travel -- any place in America by whatever mode -- is a pleasure rather than a problem,
- when American transportation management and technology again will be pre-eminent in the world,
- and when the transportation sector becomes an attractive "magnet" for our nation's best and brightest young people.

In that regard, I want to congratulate the FAA and the Transportation Research Board for the graduate research program they have sponsored for the past four years. Five graduate students are selected each year on the basis of their aviation-

related research ideas and are awarded a \$5,000 stipend upon completion of the project. Last year's and this year's award recipients are in the audience. I would like them to stand up so they can receive a well deserved round of applause.

With your help I believe we can do all these things and more. We can leave a strong legacy for the next generation.

In building the world's greatest transportation system, our fathers and mothers made an investment in the future that has paid us a handsome return and given us a higher quality of life than they enjoyed.

Now, it's our turn to do the same for future generations.

By the time I leave this office, I want America to be well on the way toward building the transportation system it must have in the 21st century.

But we must start now -- and I hope you will join me in a new partnership for doing this great work.

Thank you.



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TRANSPORTATION RESEARCH BOARD
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But the world is shifting gears. In the coming decade of change, we're going to be making greater demands on our transportation system. We're going to be asking it to do more for America, and as transportation people, we must shape the "the decade of achievement." That is what I want to talk about today.

As I see it, in simplest terms our task is to get the system in shape to serve our country in the 21st century even better than it has served in the 20th.

We can't modernize and expand the system overnight. That will take years. But if we're going to get the job done, we've got to start now to take the first steps toward making transportation work better.

And work better it must -- if we are to maintain our standard of living, a standard in many ways tied to mobility. It must work better if we are to remain productive and competitive in a ever expanding global marketplace.

Transportation is the foundation for our success in international markets, and today every market is an international market. In fact, we are at a time when markets mean more than just territory.

America has had successes in global markets when we can price our products competitively. One reason for that success is that we have an efficient transportation system.

Let me give you an example of the kind of transportation efficiency I mean. I recently visited one of Chrysler's new assembly plants in Detroit. The plant manager told me they turn out about 900 cars a day, and yet they never have more than an hour's supply of seats on hand.

He said they rely on a just-in-time supply system that reduces costly inventory to the absolute minimum. Every hour, he calls his seat supplier, 60 miles away, with an order for the seats he'll need four hours later.

The supplier, who is not part of the Chrysler organization, makes the seats and delivers them on time, by truck. That example of efficiency and productivity could not take place if we didn't have the interstate highway system, the legacy of Dwight D. Eisenhower.

There's no question that our success in world markets depends in part on efficient transportation at home. But we cannot rest on our laurels.

For one thing, competition is getting tougher all the time. In 1992, the European Community will become a unified economic entity with a larger population than the United States. On the other side of the world, the Pacific Rim countries are growing stronger with each passing day.

In the face of this expanding international competition, we no longer can take transportation for granted. We need to maintain, expand, and make our transportation system more productive. We need a better application of management and technology.

As a society, we should realize that when we invest in infrastructure, we not only increase productivity, efficiency, and American competitiveness, but we also attract additional investment from the private sector.

Economist David Aschauer, of the Federal Reserve Bank of Chicago, has shown that a higher level of investment in infrastructure is associated with a higher rate of productivity growth.

He also points out that public capital devoted to infrastructure is complementary to private capital, making it even more productive. A good example is the new Denver Airport where the FAA's commitment and investment is a small part of the total investment by the people of Denver and the private sector to stimulate economic growth, not only for Denver and the Rocky Mountain region, but for the nation.

So the nation gets a double pay-off from infrastructure investment -- a pay-off that can give us enormous dividends in quality of life, in standard of living, and in national security.

Stimulating that kind of private investment, I can assure you, is one of our major objectives.

And it is surely needed, for while transportation demand increases, our transportation capacity has not kept pace. As a result, we have an enormous backlog of unmet needs. That's why millions of Americans spend part of every working day in traffic jams. That's why air travelers find flights delayed or canceled.

Those unmet needs mean lost productivity, which can never be recaptured.

Every time a plant waits for raw materials or parts because the rail system can't move quickly enough, or truckers need an extra hour or two due to gridlock, we lose productivity. Every time we have delays at a major airport, we lose productivity.

For our growing, shifting economy, there's no question that those delays will increase as time passes -- which will mean even more lost productivity -- unless federal, state and local officials start making the difficult public policy decisions now.

Here are some reasons why.

It is a national embarrassment that no new major airports have been built in this country in 15 years, even though the number of airline passengers has more than doubled in that time.

Our maritime industry is at an all-time low. U.S. flag ships carry only four percent of the nation's international trade. The Department of Defense is concerned about having adequate sealift capacity to meet its national security requirements.

We could spend billions of dollars just on bridges that must be replaced before the turn of the century -- and billions more for highways, local and rural roads, airports, railroads, mass transit, and sea transport.

How big is the overall problem? Hard numbers are elusive, but experts say the total bill to shape up our infrastructure over the next 20 years could run from one to

three trillion dollars. While I do not have a "best" estimate, it's clear we're talking about real money.

But just how are we going to revitalize our transportation system? How are we going to get it ready for the 21st century?

To answer those questions, we have developed a national transportation strategy that is intermodal in nature.

I am delighted to announce that the national transportation policy is nearly complete. Ninety-five percent of the strategy has been cleared through the interagency review process and I expect a formal release in February after the State of the Union Address and the release of the President's 1991 budget.

My top priority as Secretary of Transportation must be transportation safety, of course. Nothing comes ahead of that.

But my second highest priority -- ahead of all the others, except safety -- has been to develop such a strategy.

First, I'm not talking of a centralized plan. I'm talking about a set of guidelines, a framework to help federal, state and local officials, and the private sector make strategic decisions for America's future transportation needs.

In the past, we've tended to look at transportation issues in isolation. We looked at rails, or airlines, or highways separately -- too seldom on an inter-modal basis.

To develop our strategy, we went outside to the American people. We undertook one of the most extensive outreach efforts ever conducted by a government agency. We held 117 public events in 43 cities and towns across the nation.

We heard from individual citizens, community groups, unions, researchers, academic experts, trade associations, corporations, state and local governments, and many others.

You could say we ran a kind of national town meeting. As a result, we soon will announce a national strategy developed in the best tradition of Jeffersonian democracy -- a strategy developed from listening to the American people.

We heard reasoned and thoughtful comments on what's right and what's wrong, and how to make it better.

Everywhere we went, we heard some common themes. Americans are concerned about congestion, wasted time, wasted resources, lost technological leadership and lost opportunities.

As one participant said: "This epidemic of slow motion sickness is costing the U.S. the competitive edge and billions of dollars in lost time and fuel."

They told us in no uncertain terms that they want better transportation. They're concerned about decaying structures, obsolete equipment, over-burdened facilities, unused assets, and most of all, they're worried about safety.

They want transportation policies that promote fair competition. They want our system of funding to be fair and reliable. A number of people urged that the transportation trust funds continue to be used for their stated purposes and not to reduce the deficit.

As one woman put it, "Where user fees are appropriate, collect them. But if they are to be collected, use them."

They called for a revival of the maritime industry, more capital investment, and more renewed focus on research and development. They want better use of new technology, and more focus on intermodal transportation.

A number of people said we need more adequate rural transportation. They are concerned about being disconnected from mainstream America. Others are concerned about the disadvantaged traveler being left behind. As a representative of that group pointed out: "... The truth is, the disabled want to get out of their homes and apartments and become more productive, but they cannot without accessible public transportation..."

Many told us they think that transportation is part of the environmental problem and not part of the solution. "If you are going to take environmental issues seriously," one man said, "you've got to incorporate them into transportation decisions."

The President and I agree with that, and we're going to do a better job of it, whether it be preventing oil spills, reducing motor vehicle air pollution or protecting wetlands.

In essence, what we heard was a call for an improved transportation system, a system with greater capacity, a sound financial base, a strong and competitive transportation industry, a system that protects the environment, that supports safety and national security, and that advances our transportation technology and expertise. The American people want new transportation to fit their needs in a new century.

Now that's a tall order. There's no way the federal government can do it all alone, nor should it.

This new national transportation strategy will tap the energy and initiative of the people who provide transportation services and facilities and the people who use them. We're going to move the action closer to the people.

While the strategy is still in the final stages of the review process, I can give you a preview about five major strategies that will be incorporated in it.

They all are designed to increase our reliance on the private sector and state and local governments. They are designed to stimulate competition and allow the magic of the marketplace to work.

First of all, we envision a stronger, healthier partnership among federal, state and local governments.

One way to strengthen the partnership will be to replace rigid requirements with performance-related criteria in federal transportation programs. We will strive for additional regulatory flexibility and policies that recognize the diversity of conditions and needs in the real world.

At the same time, a healthier partnership goes hand-in-hand with reduced dependence on federal money. We believe federal recipients of federal transportation aid should pay a larger share of project costs. For too long, high federal shares for transportation projects have lured cities and states into sometimes unwise or inefficient decisions. By upping the ante for state and local governments, we will help bring the principles of market competition to bear in our financing programs. It will also strengthen state and local accountability for wise transportation decisions.

Secondly, we're going to be looking for new and creative ways to apply the time-tested user fee principle.

We intend to recover from users the maximum practical share of costs they impose. This includes recovering federal costs from user groups that are now getting a free ride. We also want to make it easier for other levels of government to levy user fees for transportation improvements.

A third strategy will be to stimulate more private investment in transportation.

If we want to benefit from the creativity and competitive energy of the American people, we must minimize federal barriers to private participation in the ownership, financing, construction, and management of transportation facilities and services. We must develop new ways to encourage further joint public-private financing of facilities and operations. The public-private toll road ventures which are springing up from California to Virginia are just one example of what can be done. We must be partners with the private sector.

It is equally important to be mindful of the billions of dollars being invested in private transportation infrastructure -- such as pipelines and railroads. Maintaining a climate that will encourage continued private sector funding of these modes is no less vital.

Our fourth strategy will be to remove unnecessary regulations.

For example, we will continue to push for repeal of the tort-based system of liability and damages under the Federal Employers' Liability Act, so that railroads can operate under state workers compensation systems as other industries do. We are also going to push hard on product liability reform and its impact on many businesses, including general aviation.

Over the past ten years, we've witnessed the enormous benefits to consumers from airline deregulation. Now it's time to complete the deregulation of the trucking industry as well, and help bring costs down for both truck operators and their customers.

We also want to remove unnecessary federal requirements that hamstring U.S. flag ships trying to compete in world trade.

Finally, one of the major thrusts of the strategy will be to promote new technology and more support for efforts in research and development, both in the public and private sector, TransExpo demonstrates the importance of developing emerging technology for our future transportation needs.

U.S. industries, such as the railroad industry with "Mag-lev" and high-speed rail, and the auto industry with IVHS "smart cars," have shown the leadership and the capability to find innovative systems in order to move people and product safely and efficiently. Also, by increasing the training of transportation professionals, we can work to maintain our leadership role in technology and R&D, a role enhanced by the efforts of the Transportation Research Board.

And, believe me, with your help we're going to make sure that the Department of Transportation is not part of the problem. We're going to make sure that we aren't creating unnecessary regulatory or administrative headaches that add cost to products. Our policies must not restrict the transportation industry or tie the hands of the planners and managers at the state and local level who will make it all happen.

The American people have challenged Washington to provide more freedom and greater flexibility. They are asking us to remove the heavy hand of government, and that's exactly what we're going to do.

We believe the time is right for a national transportation strategy. It will help shape the major transportation legislative reauthorizations that will be enacted in the next several years -- the federal aviation program, highways and highway safety, and mass transit.

But we are not waiting for those reauthorizations to get moving on implementation. We're moving now.

You will see that portions of the new strategy will be reflected in the Administration's 1991 budget proposal and in a number of actions the Department of Transportation will be taking over the next few weeks and months.

Very shortly, for example, we'll be releasing our comprehensive study of airline competition. Soon after that, we'll be announcing some actions designed to give the FAA the increased capability and capacity it will need to meet 21st Century demands.

Other actions this year will include:

- a further push for the policy we announced late last year regarding greater access by foreign airlines to more U.S. cities,
- a stronger effort to encourage and facilitate more commercial space launches,
- the most comprehensive review of our maritime policy in the Department's history,
- an increased effort to explore high speed rail alternatives,

- and support for legislation to make public transportation more accessible to the disabled traveler,

Those are just a few of the ways we're going to be getting the national transportation strategy rolling this year.

I believe this will be the most significant strategy ever developed for transportation in this country. It is designed to ensure that America has the transportation system it needs to remain competitive in world markets and improve our quality of life.

It will give us a decision-making framework for looking at our nation's transportation needs with a sharper focus on the proper role of the many governments, institutions, industries and private agencies that constitute our transportation sector.

It will strengthen the relationship among federal, state, and local governments and private industry.

It will help us create new ways to pay for infrastructure maintenance and modernization and suggest new opportunities for private initiative and private investment.

If we all get on board, and if we all do our part, we believe there will be better transportation for every American and for every city, town, village, factory, and farm in America.

We'll see a transportation system that moves people and products more efficiently, that offers our travelers far greater ease, convenience, and safety, that is more caring for our disadvantaged and protects our environment.

I see the day:

- when people and products can move easily from one mode of transportation to another,
- when convenient public transportation is available for all who need it,
- when raw materials and finished products get to the factory, the store, and the consumer on time,
- when all travel -- any place in America by whatever mode -- is a pleasure rather than a problem,
- when American transportation management and technology again will be pre-eminent in the world,
- and when the transportation sector becomes an attractive "magnet" for our nation's best and brightest young people.

In that regard, I want to congratulate the FAA and the Transportation Research Board for the graduate research program they have sponsored for the past four years. Five graduate students are selected each year on the basis of their aviation-

related research ideas and are awarded a \$5,000 stipend upon completion of the project. Last year's and this year's award recipients are in the audience. I would like them to stand up so they can receive a well deserved round of applause.

With your help I believe we can do all these things and more. We can leave a strong legacy for the next generation.

In building the world's greatest transportation system, our fathers and mothers made an investment in the future that has paid us a handsome return and given us a higher quality of life than they enjoyed.

Now, it's our turn to do the same for future generations.

By the time I leave this office, I want America to be well on the way toward building the transportation system it must have in the 21st century.

But we must start now -- and I hope you will join me in a new partnership for doing this great work.

Thank you.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 18, 1990

DOT 05-90
Contact: Bob Marx
Tel.: (202) 366-5580
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Tel.: (202) 366-5571

DOT WARNS CONSUMERS ON SUPER BOWL XXIV AIR TRAVEL AND GAME TICKETS

The Department of Transportation today warned air travelers for Super Bowl XXIV between Denver and San Francisco that not all tour packages include a ticket or tickets to the Jan. 28, 1990 game in New Orleans.

The Department's Office of Intergovernmental and Consumer Affairs reminds consumers that if a game ticket is not specifically mentioned in the advertising material or listed as a tour feature, it probably is not included.

In the past, there have been advertisements for Super Bowl travel packages that did not appear to include game tickets. If an advertisement does not make it clear whether a game ticket is included, air travelers should ask about it. If travel agents or tour officials say the ticket is included, consumers should require at the time of purchase that the actual game ticket be presented or a written confirmation provided.

Under the Department's consumer protection rules, a tour operator marketing a Super Bowl air tour that includes game tickets must have the tickets in hand or a written contract for them before it does any advertising.

Before putting any money down, consumers are advised to:

- Read the tour brochure and any other advertising material carefully.
- Consider paying by credit card, which provides some degree of protection under fair credit practice laws.

Super Bowl packages involving public charter flights carry additional consumer protections:

- If the charter tour is supposed to include a game ticket and you do not receive one, you are entitled to a full refund of the entire package price when you return.

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- If there is a change in the origin or destination city, a change in the departure or return date, substitution of a hotel not named in the brochure or the operator/participant contract, or a price increase of more than 10 percent, you may cancel and receive a full refund.
- Beginning 10 days before departure, e.g., on Jan. 18 for a Jan. 28 departure, no price increases are permitted and the charter may not be canceled except for causes that make it physically impossible to operate.
- You are required to sign and entitled to have a copy of a detailed "operator/participant contract."

Further, both scheduled and charter flights have check-in time limits. The Department advises passengers to consult their travel agent, charter operator or airline for check-in time deadlines and arrive at the check-in point well before that time.

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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, January 26, 1990

DOT 06-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TALKS TO U.S. CONFERENCE OF MAYORS, ANNOUNCES LAW ENFORCEMENT SUMMIT IN APRIL

Secretary of Transportation Samuel K. Skinner, speaking to the U.S. Conference of Mayors, today announced the Department will sponsor a traffic law enforcement summit meeting this spring for officials from 50 states to review highway safety issues.

The Secretary told the mayors that the summit will be held at the Palmer House in Chicago, April 1-3. "I believe this will be one of the the most important traffic law enforcement meetings ever and it certainly will set the tone for actions taken on the federal, state and local level to make transportation safer for all of us in the next century," Skinner said. "We will be calling together law enforcement leaders from all levels of government and from all over the nation . . . We are going to listen to these people for three full days. Together, we are going to identify areas where the federal government can help . . ."

Secretary Skinner also told the mayors that the Department, responding to an appeals court decision, has suspended until further notice drug testing rules for almost 200,000 mass transit employees. The Secretary said he plans to immediately seek legislation to counter the court decision. In another highlight of his address, he stressed the importance of federal, state and local governments and the private sector working in partnership to meet future transportation needs.

Key subjects identified for discussion at the summit include drunk and drugged driving; enforcement of speed and other hazardous violations; increasing the use of safety belts and child safety seats; and commercial motor vehicle safety.

Jerry Ralph Curry, Administrator of the Department's National Highway Traffic Safety Administration (NHTSA) will serve as summit moderator. Thomas Larson, Administrator of the Federal Highway Administration (FHWA), will participate in the meetings, along with other senior DOT officials.

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Discussing the suspension of drug testing for employees in sensitive safety positions in the mass transit industry, Skinner said the appellate court decision on Jan. 19 held that the Urban Mass Transportation Administration (UMTA) had exceeded its statutory authority when it issued a nationwide anti-drug regulation.

Skinner told the mayors, "I will immediately seek legislation to establish the authority of UMTA to enforce an anti-drug program rule for recipients of federal mass transit assistance." He also stressed that this decision has no impact on the regulations now in effect for workers in other transportation-related industries.

"The American people rightfully expect and demand the safest and most efficient transportation system possible," he said. "Drug testing is a necessary step to reach that goal. I strongly urge the mass transit industry to implement or continue drug testing where there is legal authority to do so, in order to ensure public safety."

The Secretary also stressed the important role of the federal government's partnerships with state and local governments and the private sector in addressing the nation's transportation needs. In that context, he offered a "preview" of some of the items to be included in the Department's National Transportation Policy, to be released soon after the President's State of the Union Address and the presentation of the Administration's budget.

The Secretary said, "We will work to replace rigid requirements with performance-related criteria in federal transportation programs and strive for additional regulatory flexibility and policies that recognize the diversity of conditions and needs in the real world.

"At the same time," he continued, "a healthier partnership goes hand-in-hand with reduced dependence on federal money . . . but we are going to provide some ways and means to make it easier for you. One will be more access to user fees."

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, January 30, 1990

DOT 07-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

FOREIGN AIRLINES CAN EXPAND SERVICE TO MORE U.S. CITIES, SKINNER SAYS

Secretary of Transportation Samuel K. Skinner announced today the Department is implementing a program to permit foreign air carriers to expand service to more U.S. cities.

In an order issued today, DOT invited interested eligible foreign airlines to apply for authority to provide service between their home countries and U.S. cities that do not have single-plane service to those countries.

Skinner said, "This initiative will improve international service to many U.S. cities and help them realize the economic benefits of improved air transportation. It also provides further evidence of our commitment to a truly competitive international aviation regime and our willingness to try innovative ways to encourage other countries to adopt our approach.

"Deregulation of the U.S. airline industry is working well," Skinner said. "Now it's time that we work to deregulate international aviation markets. Let's push the door wide open to free and unfettered competition for air transportation around the world.

"We should begin tearing down the walls that were erected to prevent open skies around the world. We plan to work hard to free the international aviation market from unnecessary government restrictions."

To accomplish these changes, Skinner said, "We plan to create new opportunities for air travel outside the traditional horse-trading negotiation process for bilateral aviation agreements. In addition, the Department, in cooperation with other agencies, is considering other ways to create more free trade in international aviation services."

(more)

Under today's order, the new program is limited to those cities where no U.S. or foreign carrier provides nonstop or one-stop single-plane service from the foreign carrier's home country.

In order to be eligible for the program, an air carrier must come from a country that offers U.S. airlines an open market to operate air service. In addition, while foreign airlines may carry traffic to and from third countries on flights under the program, they may not place undue reliance on such traffic or advertise third-country services in the public media.

The program is designed to supplement the negotiating process, which continues to be the most effective method for obtaining new aviation opportunities for U.S. cities and U.S. carriers.

Under the order, qualified foreign carriers would receive one-year renewable "exemption authority" to provide scheduled nonstop service or one-stop single-plane service via another U.S. point between their home countries and a U.S. city. Foreign airlines would have to institute service within 90 days after receiving authority.

The DOT order 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 IMMEDIATE RELEASE
Monday, February 5, 1990

DOT 09-90
Contact: Bob Marx
Tel.: (202) 366-5580

DEPARTMENT OF TRANSPORTATION RESPONSE
TO NTSB TRUCK ACCIDENT REPORT

The NTSB report on trucking accidents underlines the Department of Transportation's commitment to focus on driver-related problems in our regulatory, enforcement and research programs. The findings once again underscore the terrible tragedies that can occur on the highways from drug and alcohol abuse, but should in no way be an indictment of all truckers.

Federal Highway Administration regulations already establish a blood alcohol level of .04 percent (as opposed to .10 for automobile drivers in most states) as the threshold at which truck drivers are considered to be intoxicated and disqualified from driving. In fact, any detectable blood alcohol level automatically puts a driver out of service for 24 hours. In addition, we are currently reviewing comments received in response to an Advance Notice of Proposed Rulemaking looking into the feasibility of testing for alcohol abuse.

With respect to drug abuse, the Department implemented strict drug testing rules last December which, by the end of this year, will cover all interstate truck and bus drivers.

Also last year, the Department began a series of driver fatigue research studies to determine whether the federal hours-of-service regulations should be amended and to seek more effective enforcement methods.

The Department will analyze the NTSB report thoroughly to determine how it can best be used to bolster our safety programs.

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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
Tuesday, February 6, 1990

DOT 10-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT SCHEDULES ADDITIONAL CONFERENCES TO HELP TRANSPORTATION INDUSTRIES IMPLEMENT DRUG-TESTING PROGRAMS

The Department of Transportation is adding two more cities to its nationwide series of meetings designed to help officials in the transportation industry carry out their companies' drug testing programs. The additional meetings are being held in response to heavy interest and participation at the first five conferences.

Transportation Secretary Samuel K. Skinner said, "We are pleased with the high level of participation by industry, and these additional meetings will allow us to be more responsive."

As originally scheduled, the next meeting will be held in Dallas (Feb. 22-23). The additional meetings in the series will be held in Seattle (March 13-14) and St. Louis (March 27-28).

The meetings are designed to examine the issues surrounding drug testing and methods to implement drug programs in the transportation industries in accordance with DOT regulations.

The sessions are devoted to detailed information on the Department's Drug Testing Procedures rule (49 CFR Part 40), and to discussions on issues of particular interest to individual industries.

Registration materials and information can be obtained from the Department's consultant who is administering the conferences, RII, Silver Spring, Md. RII may be contacted at (301) 589-6248 and (301) 565-5112 (fax). Information may also be obtained by calling DOT's Drug Awareness and Education Division, at (202) 366-6000.

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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
February 7, 1990

DOT 11-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT REPORTS DECLINE IN COMPLAINTS AGAINST AIRLINES

Consumer complaints against the nation's airlines in December declined to their lowest level in 12 months, the Department of Transportation said today in releasing its monthly Air Travel Consumer Report.

Complaints reported to the Department in December (1989) dipped to 749, the fewest recorded since December 1988 when the total reached 723. The December 1989 total was 33 percent lower than the 1,125 complaints logged in November 1989.

For calendar year 1989, total complaints reached 12,403, a dramatic 48 percent decline from the 23,763 complaints counted in the 12-month period of 1988.

While complaints were down, the 12 largest domestic carriers recorded poor marks in their on-time performance and mishandled baggage reports. The on-time performance for December 1989 slipped to 70.2 percent from the 78.0 percent registered in November. It was the major carriers' worst showing since January 1988 when they reported a 69.2 percent on-time performance. The Department said heavy holiday travel and severe winter weather in many parts of the country forced a disruption of service at several of the nation's largest airports.

Mishandled baggage problems filed against the carriers rose to an average of 12.78 reports per 1,000 passengers in December compared to the 6.99 reported in November. It was the carriers' worst performance since the reporting requirements began more than two years ago, and only the second time during that span that average reports reached double digits.

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
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News:

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

FOR IMMEDIATE RELEASE
Thursday, February 8, 1990

DOT 12-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TESTIFIES ON DOT BUDGET BEFORE APPROPRIATIONS COMMITTEE

Secretary of Transportation Samuel K. Skinner, testifying today before the House Appropriations Subcommittee on Transportation, said the Department's Fiscal Year 1991 budget is consistent with DOT's objectives in developing a national transportation policy, which will soon be unveiled.

Skinner said the budget "lays the groundwork for improving the transportation infrastructure and pays particular attention to the resources needed for critical safety programs and for effective, efficient management of our responsibilities."

The Secretary asked the Subcommittee to approve \$26.6 billion in appropriations and obligation limitations for the Department, excluding the Maritime Administration (MARAD), which is not under the Subcommittee's jurisdiction.

He pointed out that this request is 8.9 percent above the President's budget request for FY 1990, and in some areas it provides significant increases versus the FY 1990 enacted level.

Skinner noted that \$20.7 billion or 78 percent of the Department's budget subject to the Subcommittee's jurisdiction would be financed from user fees, up from 68 percent in FY 1990. The user fee package includes increased aviation fees and fee proposals in Coast Guard, Railroad Safety and Commercial Space transportation.

Major items in the budget include:

- o \$1.6 billion for direct safety programs, an eight percent increase over FY 1990. This includes inspections, search and rescue, safety grants to states and aviation security.

- o \$18 billion, or 68 percent of the budget, for programs directly supporting capital investments in highway, transit and aviation infrastructure, to maintain conditions as well as expand capacity. This includes \$4 billion for aviation infrastructure -- a 27 percent increase over FY 1990. Skinner said, "Over the next five years we propose a 78 percent increase in funding for aviation facilities and infrastructure compared to the past five years."

- o \$776 million (10 percent increase over FY 1990) for drug enforcement activities.
- o \$390 million for research and development programs.

The Department is also requesting \$297 million from another appropriations subcommittee for MARAD.

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FOR RELEASE FRIDAY
February 9, 1990

DOT 14-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

U.S., ITALY REACH AGREEMENT TO EXPAND AIR SERVICE

The United States and Italy have initialed a new agreement in principle that will provide the first expansion of air services between the two countries in 20 years, the Department of Transportation announced today.

The agreement, reached late Thursday in Rome, will allow three additional U.S. airlines to operate "combination" (passenger and cargo) flights between the two countries, under a phased schedule over the next four years, and permit the Italian airline, Alitalia, to serve five additional U.S. gateway cities, also under a phased schedule. Under the agreement, up to eight U.S. cities may receive new nonstop service to Milan and Rome.

Under the current bilateral agreement, three U.S. carriers serve the U.S.-Italy market. They are Pan American, TWA, and Federal Express, which provides cargo service only.

Under the new agreement:

- o A new U.S. carrier, American Airlines, will provide daily service between Chicago and Milan/Rome starting April 1, 1991. U.S. airlines will be allowed to serve Dubrovnik and Zagreb, Yugoslavia, via Milan.

- o Beginning Oct. 29, 1990, Alitalia can begin serving two new U.S. gateways with four flights a week. Effective April 1, 1991, that service can be increased to seven flights a week.

- o Starting Nov. 1, 1992, the U.S. can name a fifth U.S. carrier to fly between the two countries. The new carrier can begin service with five weekly flights in the first year, and seven weekly thereafter, if the aircraft it is operating has 300 seats or less. If the aircraft has more than 300 seats, frequencies are more limited.

(more)

o Also effective Nov. 1, 1992, Alitalia may begin serving two more U.S. gateway cities, with the same frequency limits as apply to the U.S. carrier.

o Starting April 1, 1994, the U.S. can designate a sixth U.S. air carrier to serve the two countries, if traffic has grown at a certain rate. If traffic growth is less than the specified rate, a sixth carrier would be added no later than April 1, 1996.

o Alitalia can begin serving one more U.S. gateway city, when the sixth U.S. carrier enters the market.

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U.S. Department of
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News:

M-49

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

FOR RELEASE WEDNESDAY
February 14, 1990

DOT 16-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

TRAVELING PUBLIC BENEFITS FROM COMPETITIVE SERVICE SINCE DEREGULATION, SKINNER REPORTS

Announcing the results of the most comprehensive airline competition study by the federal government since deregulation took effect, Secretary of Transportation Samuel K. Skinner said today that air travelers now receive more service to more cities and at lower cost as a result of changes brought about under deregulation.

In announcing the findings of the 9-month study by the Department of Transportation, Skinner noted that since Congress enacted deregulation in 1978, competition between air carriers has increased. The most significant change in the airline industry was the development of hub and spoke networks.

Skinner said, "One of the first things I did as Secretary was to commission a high-level task force within the Department to conduct a comprehensive review of all aspects of airline competition. The results announced today show that airline deregulation is working.

"Our study shows that air travelers have benefited under deregulation through more service at lower cost. Air service networks have expanded, increasing the frequency of departures at more airports in more travel markets. And the wide use of discount fares has made it possible for greater numbers of people to afford travel."

Skinner said the study did point out pockets of problems, such as increased airport congestion at hub and spoke operations, and higher fares for passengers traveling to or from some highly concentrated hub airports.

However, he emphasized, "This points out the need for a full partnership between federal, state and local governments, and the industry to expand capacity. We need to continue development of the National Airspace System plan and work with Congress on our

(more)

Fiscal 1991 budget proposal as it relates to passenger facility charges and on the FAA reauthorization legislation." Skinner added, "Our forthcoming national transportation policy will also address ways to increase capacity."

While the overwhelming majority of travelers have benefited from lower fares and more competitive service, not all travelers and markets have enjoyed the same level of benefits, the Secretary said. In city-pair markets dominated by a single carrier and for flights operating to or from the eight most concentrated hub airports, passengers pay higher fares than in other markets. (A "city-pair market" means the air travel between two specific cities, such as New York and Chicago.) Some hub and spoke operations have increased airport congestion. At some airports, inadequate facilities as well as restrictive lease agreements are barriers that may prevent new entrant airlines from establishing service.

Skinner noted that while the industry nationally is more concentrated than in 1979, hub and spoke systems provide more frequent flights, a wider range of travel times, and more travel options than were available under economic regulation. Large airlines now serve nearly all large and medium size cities. Smaller cities receive substantially more service.

With airlines linking cities and coordinating flights at hub airports, competitive service increased in a majority of city-pair markets between 1979 and 1988, the study said. In 1988, 55 percent of passengers traveled between cities in markets where three or more airlines were competing, compared with 28 percent in 1979.

Charlotte, N.C., offers a good example of how hubbing works. In 1979, the city had nonstop service to 32 cities, including eight small cities. In 1989, Charlotte had nonstop service to 73 cities, including 16 small cities.

The hub and spoke system has increased competition in a majority of city-pair markets. However, at hubs dominated by a single carrier, such carriers have important economic advantages which reduce competition in heavily traveled, short-haul markets of less than 1,000 miles.

The study found that in the 10-year period since deregulation, air fares, adjusted for inflation, have continued their long-term historic decline. Fare increases since 1986 track with cost increases in the industry. Passenger fares, when compared to the formula used when fares were regulated, were higher in short-haul markets and lower in long-haul markets, consistent with a cost-based, competitively determined fare structure.

(more)

In 1988, in the 698 city-pair markets which are dominated by a single carrier, passenger fares were an average of 14 percent higher than in competitive markets, and fewer discounts were sold. These single-carrier markets, however, represent only 10 percent of total revenue passenger miles.

The study notes that in 1988 at the eight most concentrated hub airports, fares were an average of 18.7 percent higher than at all other airports. The most concentrated hubs are at Minneapolis, Cincinnati, Dayton, St. Louis, Pittsburgh, Memphis, Salt Lake City, and Charlotte. Fares are the highest for travel to and from large cities that are between 250 and 1,000 miles from these hubs. However, these markets represent only 4.1 percent of revenue passenger miles.

The DOT study on the impact of airport and air traffic control barriers to entry found that severe peaking of demand has contributed to increased congestion and delays at many hub airports. It also found that slot allocation programs at Chicago O'Hare, New York's LaGuardia and Kennedy airports, and Washington National Airport make entry difficult for new service competitors. An airport's ability to provide gates and other facilities to new entrants is often limited by long-term exclusive-use and majority-in-interest leases with incumbent carriers.

The review of regional airline competition found that among the 300 most heavily traveled regional markets, 212 were served by two or more regional airlines, while major airlines provided direct competition to the regional carrier in another 24 markets.

The task force also looked at the competitive effect of airline marketing practices. Roughly 80 percent of tickets are sold by travel agents, and most agents use a computer reservation system (CRS) owned by the airlines. Concentration in the travel agency industry is quite low and does not inhibit competition. In addition to providing information on airline services and fares to travel agents, CRSs provide important financial and competitive benefits for their airline owners. The benefits include booking fees, incremental revenues (the added airline bookings revenue a vendor airline gets when agents use its system), and marketing information. DOT is reviewing the rules governing CRSs to ensure they are not used to thwart competition.

The DOT study also looked at the effect of international aviation on domestic competition. International travel represents a large and growing share of operations and revenues for domestic carriers. International routes reinforce domestic networks and add financial strength and stability to carriers, enhancing their competitive posture.

Secretary Skinner thanked the staffs of the Council of Economic Advisers, the Federal Trade Commission and the Department of Justice for their assistance in the study.



U.S. Department of
Transportation

News:

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

FOR RELEASE WEDNESDAY
February 14, 1990

DOT 17-90
Contact: Arnie Levine
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U.S.-CANADA REACH ACCORD ON USE OF AMERICAN SUPER-TRAILERS IN ONTARIO

The United States has reached agreement with the Canadian government to end a dispute over the use of U.S.-built super-trailers on Ontario roads, Transportation Secretary Samuel K. Skinner and U.S. Trade Representative Carla A. Hills announced today.

Super-trailers are truck semi-trailers between 48 and 53 feet long. They are in common use in many parts of the United States and the western Canadian provinces. Until last month, Ontario had forbidden their use in its province.

The dispute centered on Ontario's announcement on Jan. 10, 1990 of an interim permit procedure to open its roads to up to 2,000 super-trailers, provided they were newly manufactured in Canada. The interim program would be in effect until the Ontario legislature considers a more permanent arrangement. The Ontario measure was designed to bolster Canadian trailer manufacturers while keeping their U.S. competitors out of the Ontario super-trailer market during the interim period, U.S. officials said.

"It is important that the U.S. and Canada moved promptly to resolve this dispute and that American trailer manufacturers have the same rights as their Canadian counterparts," Secretary Skinner said. "We have worked closely with our Canadian colleagues on many motor carrier issues in the past, and I am pleased that we were able to resolve this one to our mutual satisfaction."

Under the terms of the settlement announced today, Ontario will allow newly built U.S. as well as Canadian-built super-trailers registered since Jan. 10 to qualify for the 2,000 operating permits. To date, less than 30 operating permits have been granted, although Ontario firms have reportedly received over 500 orders for new trailers.

In announcing the agreement, Ambassador Hills said, "We objected to the 'made in Canada' requirement as a barrier to free trade. It was a clear violation of the U.S.-Canada Free-Trade Agreement. I am glad that we could resolve this dispute, since U.S. manufacturers were being hurt by Ontario's effort to direct sales to Canada's trailer makers."

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Other aspects of Ontario's interim permit program will remain the same. Super-trailer permits will be available until June 30 or earlier depending on the date on which the Ontario legislature votes on pending legislation that would allow super-trailers to operate in Ontario permanently. The legislature is likely to decide the issue later this spring. If the legislature votes to ban further super-trailers, those permits already issued will remain in effect for 12 years.

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News:

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

FOR RELEASE THURSDAY
February 15, 1990

DOT 18-90
Contact: David Prospero
Tel.: (202) 366-4570

SKINNER APPLAUDS CHICAGO AIRPORT ANNOUNCEMENT, CITES NEED FOR SHORT-TERM SOLUTIONS

U.S. Transportation Secretary Samuel K. Skinner today applauded the announcement by Chicago Mayor Richard Daley to build an additional airport in the city's metropolitan area. While noting that the Department and the Federal Aviation Administration could not comment on the specifics of the city's preliminary proposal, Skinner said, "I welcome any movement toward a goal I consider to be paramount: the development of new airport capacity in the Northern Illinois/Indiana area. I am glad that the city recognizes the need for this new airport and additional capacity."

Skinner cited three main reasons why an additional Chicago-area airport is needed. Skinner said, "First, demand for aviation services is already outstripping both O'Hare and Midway's capacity, and the demand for aviation services is expected to double in the next 30 years.

"Second, Chicago's aviation system is facing a delay crisis. In the last five years the number of air traffic delays at O'Hare has increased by 160 percent. Each year, these delays impose an economic cost of \$400 million to \$800 million on travelers.

"Third, a new airport will bring with it considerable economic benefits to the entire metropolitan area. It has been estimated by some that O'Hare benefits the Chicago area by approximately \$10 billion annually."

Skinner noted that even Chicago's proposal envisions a new airport being operational only in the year 2010. "Therefore," he said, "it is incumbent on all parties to continue the progress made to-date toward expanding Chicago's current aviation capacity and decreasing the number of delays at Midway and O'Hare."

Skinner reiterated his desire to continue working with all interested parties, including the suburbs surrounding O'Hare, to reach a compromise solution to some of these problems, including the issue of an additional runway at O'Hare.

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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
February 21, 1990

DOT 19-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

SMOKING TO BE BANNED ON ALMOST ALL U.S. FLIGHTS, STARTING FEBRUARY 25

Smoking will be banned on virtually all scheduled airline flights within the U.S. starting Feb. 25, under legislation enacted by Congress last year.

The Department of Transportation has issued a rule incorporating the statutory ban in its regulations and providing a clear statement of provisions governing smoking aboard aircraft.

Under the new ban, smoking will be prohibited on domestic segments of international flights operated by U.S. and foreign airlines. For example, if a U.S. or a foreign carrier flies from Chicago to New York to London, it must ban smoking on the Chicago to New York segment, but may permit smoking on the New York to London leg.

U.S. and foreign airlines may allow smoking on certain flight segments to or from Alaska and Hawaii that are scheduled to last more than six hours.

Charter flights are not affected by the ban. However, existing DOT rules continue to require that no-smoking sections be provided on charter flights and international flights by U.S. carriers.

Violations of the smoking ban are punishable by a fine of up to \$1,000 per infraction. Tampering with smoke detectors in aircraft lavatories is punishable by a fine of up to \$2,000 per infraction.

Since April 23, 1988, smoking has been prohibited on all scheduled flights by U.S. airlines of two hours or less, affecting about 80 percent of all domestic flights.

The smoking ban rule was published in the Feb. 13, 1990, Federal Register.

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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, February 21, 1990

DOT 20-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER APPOINTS MIMI WEYFORTH DAWSON TO HEAD AIRPORT CAPACITY FUNDING ADVISORY COMMITTEE

Secretary of Transportation Samuel K. Skinner has appointed Mimi Weyforth Dawson, a former Deputy Secretary of Transportation, to chair the recently-formed Airport Capacity Funding Advisory Committee.

The Committee was established by the Secretary under a directive contained in the House Appropriations Committee report accompanying the fiscal year 1990 transportation appropriations act. It will make recommendations to the Secretary on innovative funding mechanisms for airport capacity projects and review the issues surrounding the possible repeal of the federal prohibition against locally-imposed surcharges on airline passengers by airport operators for the purpose of providing needed airport capacity.

Secretary Skinner said, "Airport congestion was singled out as one of the major problems in transportation in our recent study of competition in the U.S. airline industry. Mimi Dawson's knowledge of transportation, coupled with her well-demonstrated capabilities in the resolution of complex and sensitive issues, makes her the ideal chairperson for this important committee."

Dawson has had a distinguished 20-year career in federal service, on Capital Hill, as a member of the Federal Communications Commission and most recently as Deputy Secretary of Transportation, appointed by President Ronald Reagan in 1987. She is presently associated with the firm of Wiley, Rein and Fielding in Washington.

The 14-member Committee, appointed by the Secretary, will receive administrative support from the Federal Aviation Administration. The Committee includes airport and airline representatives and it is scheduled to report to Congress in six months.

The Committee is meeting tomorrow and Friday (Feb. 22-23) from 9 a.m. to 4 p.m. at the Department of Transportation, 400 7th St. S.W., in the MIC Room, Room 10200, Office of the Secretary.

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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

SM-493

FOR IMMEDIATE RELEASE
Thursday, February 22, 1990

DOT 21-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER TALKS TO AASHTO ON WETLANDS AND HIGHWAY REAUTHORIZATION ISSUES

Secretary of Transportation Samuel K. Skinner today told members of the highway community that the Administration's approach on wetlands policy "supports the President's wetlands protection goal and retains flexibility and opportunity for creative state and local solutions."

In a speech to the American Association of State Highway and Transportation Officials (AASHTO), the Secretary emphasized that this approach is good not only for the environment, but also for continued economic growth.

Acknowledging that this issue is of great interest to highway officials as well as the Administration, Skinner said, "As all of you know, the President is committed to a major wetlands protection program . . . he has endorsed a goal of 'no net loss' of wetlands, and the Domestic Policy Council has been working for some time on a strategy for implementing that goal."

The Secretary thanked the officials of AASHTO for their participation in the process and the concern expressed about the millions of dollars of projects that would have been jeopardized, including airports, bridges, highways and harbors all across the country . . . "Your message was heard loud and clear."

In discussing the soon-to-be announced National Transportation Policy, Skinner said that major themes include focusing federal efforts on transportation issues of national significance, and providing additional flexibility to states to make choices to meet their needs, including tollroad financing and private sector involvement.

Skinner noted that America must make the best use of transportation assets, and focus on moving people and goods. "For example," he said, "high occupancy vehicle lanes for buses and carpools on major commuting routes can carry three or more times as many people as a conventional highway. Even though more people are moving, there are fewer vehicles so traffic flows faster. That way, both commuters and commercial traffic benefit."

Skinner emphasized the need to renew the nation's focus on technology and innovation, as well as a desire to improve intermodal and rural connections. He pointed out that the National Transportation Policy will also recognize the need to build essential capacity for the nation's current transportation system.

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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, February 26, 1990

DOT 22-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER SPEAKS ON TRANSPORTATION TO NATIONAL GOVERNORS ASSOCIATION

Secretary of Transportation Samuel K. Skinner today told the National Governors Association that transportation is a vital factor in our nation's ability to remain competitive in an increasingly competitive global market.

Discussing the soon-to-be released National Transportation Policy (NTP), Skinner pointed to Departmental actions already started as a result of preparation of the policy, including:

- o Aviation reauthorization, including increased aviation user fees.
- o The airline competition study.
- o The scheduling of a highway traffic safety summit the first week in April.
- o The high speed rail corridor study.
- o Expediting funding to transit projects in which local authorities put up more than the usual matching funds.
- o A complete review of the nation's maritime policy.
- o The proposed "open skies" in major bilateral aviation markets.

"These actions alone," Skinner said in his speech, "prove the strength and validity of the policy . . . (but they) are only a beginning . . . The NTP envisions a stronger, healthier partnership among federal, state and local governments . . . we will try to give you additional flexible policies that recognize the diversity of conditions and needs in the real world," he said, noting that complete deregulation of the trucking industry and uniformity of state regulations will be a high priority.

He continued, "NTP will work to relax restrictions on the ability of state and local governments to raise revenues for transportation facilities and services, including tolls on highways . . . we will encourage innovative transportation financing and funding options . . . for capturing the value of transportation projects . . . we intend to recover from users the maximum practical share of costs . . . (and) make it easier for other levels of government to levy user fees for transportation improvements."

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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, February 28, 1990

DOT 23-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

U.S. SEEKS ORDER TO STOP NASHVILLE FIRM FROM SELLING AIR TRAVEL CERTIFICATES

Acting on a request from the Department of Transportation, the Department of Justice has asked a U.S. District Court in Nashville to issue an injunction prohibiting a company called the National Air Safety Advisory Service (NASAS) from further deceptive advertising and illegal sales of air transportation.

On Feb. 23, the U.S. Attorney for the Middle District of Tennessee filed a complaint seeking a temporary restraining order and injunction against NASAS to prohibit such advertising and sales of air travel certificates. The complaint also asks that consumers who request a refund be given one. On Feb. 26, NASAS consented to allow the court to issue a restraining order barring the firm from further advertising and sales until March 7, on which date a hearing on the requested injunction is scheduled.

NASAS has conducted a nationwide advertising campaign offering roundtrip airfare certificates from any point in the U.S. to Orlando, Fla., or Freeport/Nassau, Bahamas, for only \$33. The complaint asks the court to ban NASAS from further advertising or sales of travel certificates because it has no authority to offer or sell air transportation. NASAS has its main offices in Nashville but lists its address on Capitol Hill in Washington, D.C.

DOT contends that NASAS advertisements are false and deceptive in several ways. Its ads fail to adequately inform the public that once a travel certificate is purchased, it cannot be used unless the buyer also purchases hotel accommodations from Venture Vacations, a Florida company named on the certificates, for six or seven nights at standard room rates, which could cost as much as an additional \$1,400. In the ads, NASAS also fails to advise the public that a nonrefundable deposit is required in order to make hotel reservations, falsely states that the average value of each travel certificate is \$990, and misleads the public about the true purpose and nature of its operations.

The complaint says that two of the principals involved in the NASAS campaign, John Lewis and Steve Acker, were involved in a similar scheme that was found deceptive last year by the U.S. District Court in Nashville.

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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

March 1, 1990

DOT 24-90

Contact: Ed O'Hara

Tel.: (202) 366-5571

SKINNER TESTIFIES ON DOT BUDGET
BEFORE SENATE COMMITTEE

Secretary of Transportation Samuel K. Skinner said today the Department's Fiscal 1991 budget request emphasizes safety, infrastructure, research and development, increasing the state and local financial role, and greater reliance on user fees.

Testifying before the Senate Appropriations Subcommittee on Transportation, Skinner said the budget request is consistent with DOT's objectives in developing a national transportation policy, which is scheduled to be unveiled soon.

Skinner said, "Transportation plays a vital role in advancing our country's goals for economic growth, global competitiveness, national security and improved quality of life."

To support these goals, Skinner said this country must maintain and replace an aging infrastructure, provide sufficient capacity to deal with congestion both in the air and on the ground, and ensure a safe, reliable and energy-efficient system that is sensitive to environmental concerns.

The Secretary said the Department's request for \$26.6 billion in appropriations and obligation limitations is 8.9 percent above the President's budget request for FY 1990. Compared to the enacted Fiscal 1990 level, he said the budget includes areas of significant increase in each mode.

Skinner noted that \$20.7 billion or 78 percent of the DOT's budget would be financed from user fees, up from 68 percent in Fiscal 1990. These include increased aviation fees and new fees in the Coast Guard, Railroad Safety and Commercial Space Transportation areas.

Major items in the budget include:

- o \$1.6 billion for direct safety programs, an eight percent increase over FY 1990. This includes inspections, search and

(more)

rescue, safety grants to states, and an increase in aviation security specialists.

- o \$18 billion, or 68 percent of the budget, would fund programs directly supporting capital investments in highway, transit and aviation infrastructure. This includes \$4 billion for aviation infrastructure, a 27 percent increase over Fiscal 1990.

- o \$776 million, a 10 percent increase over Fiscal 1990, for drug enforcement activities.

- o \$390 million for research and development programs.

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News:

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

FOR IMMEDIATE RELEASE

Friday, March 2, 1990

DOT 26-90

Contact: Roslyn Kaiser

Tel.: (202) 366-5571

DOT ISSUES RULES TO IMPROVE AIRLINE SERVICE FOR DISABLED TRAVELERS

The Department of Transportation today significantly strengthened its rule that prohibits discrimination against airline passengers on the basis of disability. The revised rule requires airlines to provide services and accommodations that give disabled passengers improved access to air travel.

Secretary of Transportation Samuel K. Skinner said, "These regulations will ensure that U.S. air carriers provide consistent, predictable services to disabled travelers, without discrimination and with accommodations the passengers need. The regulations accomplish this goal consistent with the safety of all passengers."

The rule prohibits certain airline practices which passengers have regarded as inconsistent and arbitrary. It limits an airline's ability to refuse service to disabled passengers, restrict the numbers of handicapped persons on a flight, or require passengers to travel with an attendant. If a carrier refuses service to a handicapped person on safety grounds, the carrier must provide a written explanation. The rule prohibits carriers from restricting seating on the basis of handicap, except to comply with an FAA safety rule. An FAA rule issued today limits seating in exit rows to passengers who can perform a series of functions necessary in an emergency evacuation of an aircraft.

The rule also requires accommodations for handicapped passengers, such as movable aisle armrests to permit easier transfers of people from wheelchairs to aircraft seats, accessible lavatories in widebody aircraft, on-board wheelchairs, and cabin storage space for folding wheelchairs. Boarding assistance and baggage accommodation for manual and electric wheelchairs are also required. For some accommodations that require preparation time, airlines can require up to 48-hours advance notice.

Carriers will train their public contact personnel to comply with the rules. DOT will review the training programs for larger carriers. If consumers are dissatisfied with an airline's performance, they can contact a carrier's "complaints resolution official," send a written complaint to the carrier, or contact the Department's Office of Consumer Affairs. If those efforts are unsuccessful, consumers can also submit a formal complaint to the Department's enforcement office. Any enforcement action based on such a complaint can result in civil penalties against the carrier.

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In addition to the exit row seating rule, The Department is publishing three other documents at the same time as the final rule. One is a proposed amendment to the Department's rule governing accessibility of federally-assisted airports to persons with disabilities. The second is a supplemental notice of proposed rulemaking concerning such issues as accessibility of airport ground transportation systems and performance standards for boarding chairs. The third is an advance notice of proposed rulemaking seeking technical information about accessible lavatories and boarding lifts for small aircraft.

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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
March 5, 1990

DOT 27-90
Contact: Kathy Fiorillo
Tel.: (202) 366-2931

DOT ISSUES LICENSE TO MARTIN MARIETTA

Secretary of Transportation Samuel K. Skinner announced today that the Department's Office of Commercial Space Transportation (OCST) has issued a license authorizing Martin Marietta Commercial Titan, Inc. to conduct a launch later in March.

Martin Marietta's two-stage commercial Titan rocket will lift off from Cape Canaveral carrying a communications satellite. The satellite is owned by International Telecommunications Satellite Organization (INTELSAT), which serves 119 government-members, including the United States.

This will be Martin Marietta's second commercial launch. Its first, a Titan rocket carrying Japanese and British communications satellites, took place on Dec. 31, 1989. Martin Marietta is also expected to conduct a third commercial launch in June 1990.

The Department has issued 12 commercial launch licenses to date, and it expects to review at least 10 more applications this year.

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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
March 6, 1990

DOT 28-90
Contact: Hal Paris
Tel.: (202) 366-5571

DOT'S CONSUMER REPORT SHOWS DECLINES IN AIRLINE DELAYS, BAGGAGE PROBLEMS, BUMPING

The nation's major airlines showed improvement in January in their on-time performance and handling of baggage, the Department of Transportation said today.

The Department, releasing its monthly Air Travel Consumer Report, said the airlines also reported a decline in the number of passengers involuntarily denied boarding (bumped) in calendar year 1989. For the year, 2.55 passengers per 10,000 boardings were involuntarily bumped compared to 2.97 passengers in 1988.

The 12 largest domestic carriers reported that 77.6 percent of their flights operated on time in January, a marked improvement over the 70.2 percent on-time performance recorded in December 1989. The January 1990 performance was better than the January 1989 showing when the carriers operated at a 76.7 percent on-time arrival level. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage reports filed against the industry averaged 8.70 reports per 1,000 passengers compared to the 12.78 reports filed in December 1989, the carriers' worst performance since the reporting requirements began more than two years ago.

Meanwhile, in a move to improve the report, the Department's Office of Consumer Affairs revised its complaint table to split the listings between major and national carriers. Complaint rankings also are shown in a best-to-worst order. Previously, the majors and nationals were lumped together and the rankings were listed in a worst to best sequence. The report also shows for the first time the mishandled baggage table in a new best-to-worst format.

Complaints from consumers to DOT rose to 1,128 in January compared to 749 recorded in December 1989. January complaints were only slightly above those registered in January 1989 when 1,052 were counted. The Department said many of these complaints reflect heavy holiday travel and severe weather problems recorded in many parts of the country during the Christmas-New Year's holidays.

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
Friday, March 16, 1990

DOT 31-90
Contact: Roslyn Kaiser
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Thomas Marchessault
Tel.: (202) 366-5412

SKINNER REPORTS TO CONGRESS ON IVHS: 'SMART CARS' AND 'SMART HIGHWAYS'

Secretary of Transportation Samuel K. Skinner has released a report to Congress on Intelligent Vehicle-Highway Systems (IVHS), often referred to as "smart cars" and "smart highways."

The report concludes that the use of IVHS technologies that integrate the vehicle, the driver and the highway through electronic warning and vehicle/traffic control systems has the potential to reduce congestion, promote safety and improve personal mobility.

The Secretary stated, "These are important goals and they were emphasized in the recently-published National Transportation Policy (NTP). More advanced IVHS technology offers the prospect of even greater benefits to help move transportation technology into the 21st century, and that is why funding for IVHS research was a major recommendation in the NTP.

"Many of the IVHS technologies discussed in the report would have been hard to envision until recently. But in the last few years, there has been major computer, communication and electronics progress that makes it feasible to consider the use of IVHS systems at a reasonable cost," he said.

The report recommends the establishment of a national cooperative effort to foster the development, demonstration, and implementation of IVHS technologies. It suggests that the principal federal role would be to coordinate and facilitate IVHS research and development, assist in the planning and conduct of demonstrations and other evaluative programs, coordinate the standards and protocols, and participate in research directly related to the Department's operating and regulatory responsibilities. The development and marketing of IVHS technologies would still be the responsibility of the private sector, and state and local governments would still be responsible for highway operations and traffic management.

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According to the Secretary, the use of these technologies requires parallel development in both the highway infrastructure and the vehicle in order to be successful and this will require the active participation of private industry, state and local government, and university research.

Skinner added, "We are looking forward to discussions of IVHS issues with policy-makers from industry and state and local government at the forthcoming National Leadership Conference on IVHS in Orlando, Fla. on May 3-5, which the Department is co-sponsoring with the Highway Users Federation. The information generated at this meeting will help the federal government decide on its future level and share of funding for IVHS."

Copies of the study, "Report to Congress on Intelligent Vehicle-Highway Systems," may be obtained from the DOT Office of Economics, (202) 366-5412.

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Moving America Into the 21st Century

NEWS RELEASE

FOR RELEASE TUESDAY
March 20, 1990

DOT 33-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

SKINNER SAYS PFCs ARE KEY TO ENHANCING AIRPORT CAPACITY

Secretary of Transportation Samuel K. Skinner today said that, as a result of the Bush Administration's recent proposal, there is a historic window of opportunity to enact a passenger facility charge (PFC). The proposal to permit airports to impose such a charge to finance airport projects was a key initiative of the recently released National Transportation Policy.

Speaking to a joint meeting of the Airport Operators Council International and the American Association of Airport Executives, Skinner said, "I believe there's a new, growing consensus that favors a modest fee, properly constrained to airport-related projects. Unfettered by federal red tape, it would produce significant revenue streams for locally conceived projects. It would assure that your badly needed capacity relief would not fall victim to delays, the federal budget process or concern over the deficit."

Saying that the nation needs runways, airports, taxiways and other projects that further air transportation, Skinner said PFCs would promote efficiency in airport financing and under the Administration's proposal, federal involvement would be kept to a minimum.

Skinner pointed out the benefits of PFCs to consumers. "What travelers care about most," he said, "is getting the biggest bang for the buck. They will be willing to pay \$3 more per flight due to a PFC because they know the collected money will go directly toward improved capacity, more service, less delay, and more competition -- and it will under our proposal."

(more)



U.S. Department of
Transportation

Noting that the Administration generally is committed to encouraging privatization of transportation facilities, Skinner said, "However, we need to see if there is a way to make it work within the current statutory and regulatory framework for airports." The Secretary said issues such as the effect of privatization on airport users and on airports' future eligibility for federal airport grants must be evaluated.

Skinner said one of the brightest prospects for increased capacity and increased economic growth lies in joint use of military bases. He told his audience, "Of the 86 bases currently being closed, the FAA identified 13 military facilities with potential for conversion to civil use landing areas. Improved coordination between DOT, the FAA and DOD would aid in the FAA's ability to use and plan for possible additional civilian use of current and closed military facilities."

Skinner talked about the Department's program to permit foreign air carriers to expand service to more U.S. cities. Calling it a new opportunity for air travel outside the traditional bilateral negotiating process, the Secretary said, "To derive maximum benefit from the economic changes that are likely to occur during the next decade -- to realize our vision of a freer system of international aviation by the year 2000 -- we must develop innovative ways to achieve that goal. We are looking at alternatives to the bilateral negotiation process and this policy is just one way."

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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Tuesday, March 20, 1990

DOT 34-90
Contact: Claire Austin
Tel.: (202) 366-0881

SKINNER, CARMICHAEL VIEW EUROPEAN HIGH-SPEED RAIL TECHNOLOGY

During their Mar. 14-19 trip to Europe, Secretary of Transportation Samuel K. Skinner and Federal Railroad Administrator Gil Carmichael took a first-hand look at the high-speed rail technology available in France and West Germany. They rode the French T.G.V. system from Paris to Le Mans, and the Federal Republic of Germany's (FRG) I.C.E. system from Mannheim to Frankfort. In addition, they rode on a prototype magnetically-levitated train in the FRG.

Skinner said, "These are exciting, advanced technologies that I believe can be applied in the U.S. as we look for alternative solutions to inter-city traffic congestion. This is the type of high-speed surface transportation opportunity we called for in the national transportation policy. The President's request for increased research and development fits in well with our desire to encourage further investment from state and local governments and the private sector."

Carmichael noted his conversation with the operator of the multi-modal Frankfurt airport, who said that demand for rail transportation to the airport was so great that he felt he needed three additional tracks. The Administrator said the visit will make a significant contribution to the FRA's ongoing study of high-speed rail.

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**U.S. Department of
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Moving America Into the 21st Century

NEWS RELEASE

FOR IMMEDIATE RELEASE
Tuesday, March 20, 1990

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Contact: Claire Austin
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News:

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

FOR IMMEDIATE RELEASE

Tuesday, March 20, 1990

DOT 35-90

Contact: Ed O'Hara

Tel.: (202) 366-5571

U.S., MEXICAN TRANSPORTATION SECRETARIES HOLD DISCUSSIONS

U.S. Secretary of Transportation Samuel K. Skinner and Mexican Secretary of Communications and Transport Andres Caso Lombardo today discussed issues of mutual interest in Washington, D.C. It was the first official visit of a Mexican transportation secretary to Washington since the early 1980s.

Following the meeting of the two secretaries, further discussions were held by senior transportation officials of the two countries. The talks covered a range of subjects related to motor carrier, rail, and air transportation.

Members of the Mexican delegation also plan to tour a number of transportation facilities in the Washington area.

Secretary Skinner and Secretary Caso Lombardo noted that the United States and Mexico have developed a close economic relationship and that an efficient transportation system, supported by adequate infrastructure, encourages the growth of bilateral trade and results in economic benefits for both nations. Both expressed the desire to develop mutually beneficial cooperative exchanges on technical and policy issues.

They noted the progress made by the U.S.-Mexico Transportation Working Group regarding rail and motor carrier transport. They endorsed the further work of that group both in regard to continuing implementation of the plan of action for motor carriage and in regard to sustained progress on coordinated rail activities. They stressed the importance of encouraging efficient air transport both for passengers and for cargo. Another subject of mutual interest was the construction and operation of toll roads.

Both secretaries expressed hope that the vital link between the two countries represented by transportation will continue to improve to meet cargo and passenger demand.

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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, March 22, 1990

DOT 36-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

PERSONS WITH DISABILITIES WOULD GET BETTER TRANSIT SERVICE UNDER NEW DOT PROPOSAL

Secretary of Transportation Samuel K. Skinner today announced a new proposed rule to increase the accessibility of mass transit service to persons with disabilities.

"The Bush Administration is committed to policies that will ensure that people with disabilities have the opportunities available to other persons to use our mass transit systems," Secretary Skinner said.

Under the proposal, when transit authorities receiving DOT financial assistance purchase new buses, they must be accessible to disabled persons. In addition, these transit authorities would have to provide supplemental paratransit service for persons who could not use the fixed route bus service.

The proposal asks for comment on options in such key areas as eligibility and response time for the supplemental paratransit service. It also proposes options for a mechanism to avoid imposing undue financial burdens on transit authorities for supplemental paratransit.

The proposed rule would replace a "local option" regulation which has been in place since 1986. Under the existing regulation, a transit authority could choose to provide service to persons with disabilities through accessible buses, paratransit, or a mixed system. The new rule is being proposed in response to a court decision which required some changes to the existing regulation.

Requiring all new buses to be accessible and also requiring supplemental paratransit service to be provided is expected to increase significantly the amount and quality of service available to persons with disabilities.

The proposal will be open for comment for 60 days. A final rule is expected in September 1990.

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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, March 26, 1990

DOT 37-90
Contact: Elaine Matrigali
Tel.: (202) 366-5571

DOT SEEKS LEGISLATION TO CONTINUE DRUG TESTING IN MASS TRANSIT INDUSTRY

Secretary of Transportation Samuel K. Skinner today called on Congress to move swiftly and enact legislation that would allow the Department's Urban Mass Transportation Administration (UMTA) to reinstate its drug testing requirements for sensitive safety employees in the mass transit industry.

Skinner applauded Sen. Alfonse D'Amato (R-N.Y.) who announced his intention to introduce the legislation at a news conference in New York City today.

"The American people have the right to expect and demand the safest and most efficient transportation system possible," Secretary Skinner said. "And Americans agree that drug use on the job is a serious problem across the board.

"This legislation underscores our commitment to ensuring that the American people get the safe and drug free mass transit systems they are entitled to."

On Jan. 19, 1990, the U.S. Court of Appeals for the District of Columbia Circuit, after hearing a consolidated appeal by labor organizations, reversed a district court ruling in favor of the Department and held that UMTA lacked the statutory authority to require recipients of federal mass transit assistance to implement a nationwide anti-drug program.

The appeals court ordered the case remanded to the district court with instructions to vacate the drug testing rule, and on Jan. 25, UMTA published a final rule in the Federal Register suspending until further notice drug testing for employees in the mass transit industry.

The Department stressed that suspension of the rule only affected the testing of mass transit workers and had no impact on drug testing regulations issued by the Department's Federal Aviation, Federal Highway, Federal Railroad, Research and Special Programs Administrations and the Coast Guard.

The Secretary noted that, in rendering its decision, the court did not suggest that the rule's objectives were unjustified.

Urban Mass Transportation Administrator Brian W. Clymer said, "Secretary Skinner's submission of this legislation underscores the fact that we do not intend to abandon or dilute the commitment that prompted our issuance of the drug rule in the first place. We are committed to ensuring, as far as humanly possible, that everyone who rides mass transit can be confident that their journey will be a safe one."

The Department's rule for transit workers required drug testing to begin on Dec. 21, 1989 for larger transit systems. It required transit systems to have drug programs covering transit vehicle operators, vehicle controllers and vehicle maintenance workers.

More than 195,000 employees in sensitive safety positions were to be tested for the presence of marijuana, cocaine, opiates, amphetamines and phencyclidine (PCP) under a program of random, pre-employment, return to duty, reasonable cause and post-accident drug testing. Transit systems that failed to implement a program would be ineligible for federal funds.

DOT's proposed bill, recently sent to the Congress, would provide UMTA with the authority to resume its drug testing program, and the rule would become effective immediately without requiring any further administrative proceedings. It would also authorize the Secretary to subsequently amend the rule as necessary under normal rulemaking processes to further the goal of a drug-free transit workforce.

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FOR RELEASE TUESDAY
March 27, 1990

DOT 38-90
Contact: Ed O'Hara
Tel.: (202) 366-5571

DAYLIGHT TIME RETURNS
SUNDAY, APRIL 1

Daylight saving time will begin for most of the nation at 2 a.m. Sunday, April 1, when clocks are moved ahead one hour.

Under provisions of the Uniform Time Act, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next fall, the country will return to standard time on Sunday, Oct. 28, by moving clocks back one hour.

The law does not require that any area observe daylight saving time. But if a state chooses to observe daylight time, it must follow the starting and ending dates set by the federal law.

In those areas of the country that do not observe daylight time, no resetting of clocks is required. 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:

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FOR IMMEDIATE RELEASE
Tuesday, March 27, 1990

DOT 40-90
Contact: Bill Mosley
Tel: (202) 366-5571

DOT GRANTS KLM APPLICATION UNDER PROGRAM FOR EXPANDED INTERNATIONAL AIR SERVICE

The Department of Transportation today granted the application of KLM Royal Dutch Airlines to fly between Amsterdam and Baltimore under a newly-established program to expand international air service to more U.S. cities.

The award was the first made under the new program, established in January of this year to create new opportunities for U.S. cities and for foreign carriers to provide international air service outside of the traditional bilateral negotiating process. KLM's application was filed on Feb. 23.

"The award to KLM will bring Baltimore the economic benefits of increased international air service," said Secretary of Transportation Samuel K. Skinner. "It is a signal of our commitment to a truly competitive international aviation system. We welcome applications from other foreign carriers under this program."

The Department found that KLM's application met each of the criteria established for the program. First, no U.S. or foreign carrier provides either nonstop or one-stop service between the Netherlands and Baltimore. Second, the aviation agreement between the U.S. and the Netherlands provides for open entry, unrestricted capacity, U.S. rights to operate service from any point in the U.S. to the Netherlands, and pricing freedom for U.S. carriers. Third, KLM is prepared to begin service on June 1, 1990, meeting the condition for firm plans to operate. Finally, the Department found that KLM meets all other standards and is fully qualified to perform the proposed operations.

Under the terms of the program, KLM may carry limited traffic to and from third countries on flights under the program, but it may not place undue reliance on third-country traffic or advertise such services in the public media.

KLM, whose authority will be effective for one year, must begin service within 90 days.

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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, March 28, 1990

DOT 39-90
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

SKINNER SPEAKS ON TRUCKING ISSUES

Las Vegas -- Secretary of Transportation Samuel K. Skinner told members of the Interstate Truckload Carriers Conference that the recently-announced National Transportation Policy (NTP) provides the strategic framework for dealing with "trucking issues that have been around a long time."

Skinner said, "If we are to remain competitive in the world marketplace, we must unleash the productive capacity of the trucking industry. When a national transportation interest is at stake, particularly the flow of interstate and foreign commerce, state and local restrictions must not be allowed to block achievement of the national goals."

The Secretary discussed the need to preserve the integrity of the Highway Trust Fund, noting that 40 cents of every dollar collected comes from the trucking industry. "We are going to spend the trust fund in a responsible manner, and for the purpose for which it was collected -- for transportation."

Under the NTP, Skinner said, "You will see us target federal highway resources on the systems of national significance upon which you rely. You will also see more creative financing mechanisms -- it is the objective of NTP to make sure we are doing everything we can from a creative standpoint to build and rebuild the nation's infrastructure, including . . . research and development not only in truck safety but in highway and bridge construction and in every mode of transportation."

Skinner said he found the length to which truckers have to go to comply with various state regulatory and registration requirements, fuel tax payments, and operating authority rules "absolutely incredible." And he noted this issue has been around for at least 15 years. At present, more than 40 state governments impose economic regulations on motor carriers operating in the state, and the regulations are frequently inconsistent from one state to the next.

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The Secretary said, "Someone tallied up and discovered that to register a truck to run in all 48 contiguous states, the trucker had to file 87 applications, get 84 stickers and submit about 205 quarterly reports . . . this costs between \$1 and \$3 billion a year -- a good portion of which could be eliminated . . . this is money that could be put into new equipment, providing benefits both for the consumer and commercial traffic. Instead, it's wasted productivity and wasted profits . . . This is 1990, the start of the decade of achievement, and we must -- and will -- have action now. We will move this issue off the dime."

He addressed the issue of "reasonable access" -- state restrictions that prevent longer and wider vehicles from travel on off-network roads. "These restrictions . . . force the use of smaller, less efficient semi-trailers and more trips to move the same given amount of goods," he said. "Every time this happens transportation costs increase, safety is diminished and our nation becomes less competitive."

Skinner said DOT is now in the process of reviewing comments on a proposed final rule on "reasonable access" that includes many recommendations made in a Transportation Research Board study, which was requested by Congress. "The rule is still in clearance. I can't tell you what's in it," Skinner said, "because it's not ready for release," but he indicated that it would involve review and certification of state reasonable access processes by the Federal Highway Administration . . . and it would leave enough room to take into account any unique safety features of a specific state.

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