U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Wednesday, January 8, 1992

DOT 01-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## DOT REPORTS FEWEST AIRLINE COMPLAINTS IN OVER 20 YEARS

Consumers filed fewer complaints with the federal government against airlines last November than in any month in the last 20 years, according to the Department of Transportation's monthly Air Travel Consumer Report.

Consumers lodged 468 complaints with the department in November, a 21 percent decline from October's 566 and 38 percent below the 642 recorded in November 1990. This marks the lowest total since June 1971, when consumers registered 460 complaints with the old Civil Aeronautics Board.

The percentage of flights arriving on time declined slightly in November, however. The largest carriers posted an 82.7 percent on-time performance, down from October's 83.4 percent and November 1990's 84.6 showing.

The 11 largest U.S. carriers also continued to post low rates of mishandled baggage, recording 4.52 complaints per 1,000 passengers in November. This is the second-lowest mishandled baggage count since the department began collecting the data in September 1987, bettered only by last September's mark of 4.34. The carriers posted their third-best mark last October with 4.53. By comparison, the airlines had a 5.60 average in November 1990.

The department 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 printout ($100 per copy) are available from DOT's Volpe National Transportation Systems Center in Cambridge, Mass.

# # # #

U.S. Department of Transportation

# News:

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

CONSUMER ADVISORY

FOR IMMEDIATE RELEASE
Monday, January 13, 1992

DOT 02-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## CONSUMERS CAUTIONED ON SUPER BOWL AIR TRAVEL AND GAME TICKET SCAMS

Air travelers heading for Super Bowl XXVI this year should be aware that not all tour packages include a ticket or tickets to the Jan. 26, 1992 game in Minneapolis.

The Department of Transportation is reminding travelers that if a game ticket is not specifically mentioned in the advertising material or listed as a tour feature, it is probably not included.

The department's Office of Intergovernmental and Consumer Affairs says that in the past some advertisements for Super Bowl travel packages did not appear to include tickets. If such an advertisement does not say whether a game ticket is included, consumers should ask about it. If a travel agent or tour official says a ticket is included, the consumer should require at the time of purchase that the game ticket be presented or a written confirmation provided.

DOT consumer protection rules require that an operator marketing a Super Bowl air tour that includes game tickets must have the tickets in hand or a written contract for tickets before it does any advertising.

Before putting down any money, consumers should:

o Read carefully the tour brochure and other advertising material.

o Consider paying by credit card, where allowed, which offers some degree of protection under fair credit practices laws.

Additional consumer protections apply to Super Bowl packages involving public charter flights:

o If a 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.

(more)

o If there is a change in the origin or destination city, 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 get a full refund.

o Less than 10 days before departure, no price increases are permitted and the tour may not be cancelled except for causes that make it physically impossible to operate it.

o You are required to sign and entitled to have a copy of a detailed operator/participant contract.

Consumers are advised to arrive well ahead of the check-in time. Scheduled and charter flights have check-in time limits. DOT advises passengers to consult their travel agent, charter operator or airline for check-in time deadlines.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR RELEASE THURSDAY
February 6, 1992

DOT 03-92
Contact: Bill Mosley
Tel.: (202) 366-5571

COMPLAINTS AGAINST AIRLINES IN 1991
LOWEST IN 21 YEARS, DOT REPORTS

Consumers filed fewer complaints with the federal government against airlines in 1991 than in any year since 1970, according to the Department of Transportation.

In releasing its monthly Air Travel Consumer Report, DOT also said that 1991 saw the largest U.S. carriers posting their best on-time record for a full year since the department began publishing this data in November 1987.

The department received 7,551 complaints against airlines in 1991, the fewest since the total of 6,957 recorded in 1970, and down from 9,501 in 1990. Last year also marked the fourth consecutive year complaint totals have declined. Consumers filed 496 complaints last December, up from 468 in November but down from December 1990's total of 504.

The nation's 10 largest carriers posted an 82.5 percent on-time arrival rate last year, up from 79.4 percent in 1990, the best annual mark in the four full years DOT has published the data. Last December's on-time percentage was 80.0, down slightly from November's 82.7 but up considerably from December 1990's 70.3. In compiling the data, flight delays caused by mechanical problems are not counted.

The largest U.S. carriers had a mishandled baggage rate of 5.38 reports per 1,000 passengers in 1991, down from 6.73 in 1990. Last December's rate was 6.31 reports, an increase from November's 4.52 but much lower than December 1990's 10.13.

The department 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 printout are available from DOT's Volpe National Transportation Systems Center in Cambridge, Mass.

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The following charts display rankings of the largest U.S. airlines for 1991, based on data detailed in the report. Two airlines, Midway and Pan Am, ceased operations during the fourth quarter. The combined (Major/National) industry average rate of complaints/100,000 passengers in 1991 was 1.24.

**1991 ON-TIME PERFORMANCE**
(Domestic System, Overall Percentage, Arrival)

| | | |
|---|---|---|
| 1. | Northwest Airlines | 86.3 |
| 2. | America West Airlines | 84.5 |
| 3. | Alaska Airlines | 84.5 |
| 4. | USAir | 84.4 |
| 5. | Southwest Airlines | 84.3 |
| 6. | Pan Am | 83.5 |
| 7. | American Airlines | 83.4 |
| 8. | Midway Airlines | 82.8 |
| 9. | Continental | 81.4 |
| 10. | Delta Air Lines | 80.5 |
| 11. | T W A | 79.2 |
| 12. | United Airlines | 78.3 |
| | Industry Average | 82.5 |

**1991 MISHANDLED BAGGAGE REPORTS**
(Domestic, Reports/1,000 Passengers)

| | | |
|---|---|---|
| 1. | Midway Airlines | 3.51 |
| 2. | Southwest Airlines | 4.34 |
| 3. | American Airlines | 4.55 |
| 4. | Pan Am | 4.68 |
| 5. | Continental | 5.13 |
| 6. | USAir | 5.19 |
| 7. | Northwest Airlines | 5.44 |
| 8. | Alaska Airlines | 5.86 |
| 9. | Delta Air Lines | 5.90 |
| 10. | United Airlines | 6.03 |
| 11. | T W A | 6.25 |
| 12. | America West Airlines | 6.62 |
| | Industry Average | 5.38 |

**1991 CONSUMER COMPLAINTS (MAJORS)**
(Complaints/100,000 Passengers)

| | | |
|---|---|---|
| 1. | Southwest Airlines | 0.46 |
| 2. | Delta Air Lines | 0.47 |
| 3. | USAir | 0.63 |
| 5. | Northwest Airlines | 0.98 |
| 8. | Continental | 1.21 |
| 6. | American Airlines | 1.42 |
| 7. | United Airlines | 1.47 |
| 4. | America West Airlines | 1.76 |
| 9. | Pan Am | 3.89 |
| 10. | T W A | 4.46 |
| | Industry Average | 1.26 |

**1991 CONSUMER COMPLAINTS (NATIONALS)**
(Complaints/100,000 Passengers)

| | | |
|---|---|---|
| 1. | Air Wisconsin | 0.00 |
| 2. | Midwest Express | 0.00 |
| 3. | Westair | 0.14 |
| 4. | Aloha Airlines | 0.43 |
| 5. | Horizon | 0.44 |
| 6. | Alaska Airlines | 0.48 |
| 7. | Trump Shuttle | 1.27 |
| 8. | MarkAir | 1.31 |
| 9. | American Trans Air | 1.63 |
| 10. | Hawaiian Airlines | 1.68 |
| 11. | Midway Airlines | 2.06 |
| 12. | Tower Airlines | 4.19 |
| | Industry Average | 0.97 |

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

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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
Thursday, February 6, 1992

DOT 04-92
Contact: Chuck Kline
Tel.: (202) 366-5770
Kathy Fiorillo
(202) 366-2931

## DOT ISSUES DRAFT ENVIRONMENTAL IMPACT STATEMENT ON COMMERCIAL REENTRY VEHICLES

The Department of Transportation's Office of Commercial Space Transportation (OCST) announced today that it has issued a draft Environmental Impact Statement (EIS) for commercial reentry vehicles (RVs).

The EIS study, filed with the Environmental Protection Agency, concluded that "no significant long-term environmental impacts are expected to occur as a direct result of the conduct of RV launches."

Reentry vehicles now under development to carry scientific experiments into space resemble small, unmanned versions of the Mercury and Gemini capsules of the years of early space exploration that reentered the atmosphere and then floated to earth beneath a parachute.

To ensure that private U.S. launches are conducted in a manner consistent with public health and safety, OCST is authorized to regulate and license commercial space transportation activities, including those involving expendable launch vehicles and reentry vehicles.

The EIS evaluates the potential environmental impact of reentry of commercial vehicles from space. It will be used by OCST with other documentation to support the licensing of reentry operations. It considered several issues, including:

- Effect of reentry vehicles on upper and lower atmosphere
- Noise sources and impacts near the Earth's surface
- Landing impacts

(more)

Stephanie E. Myers, director of OCST, said that she is pleased with the study's finding.

"Regulating the growing U.S. private space transportation industry to protect public safety is the most important mandate of this office," said Ms. Myers. "I am therefore very gratified by the progress made regarding reentry vehicles -- a relatively new development in the commercial space industry."

Copies of the draft EIS are available from OCST. Comments on the draft EIS should be submitted to OCST by March 9, 1992.

# #

**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Friday, February 7, 1992

DOT 05-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## COMMENTS REQUESTED IN REVIEW OF DOT REGULATIONS

The Department of Transportation today asked for public comment on which of its regulations may impede economic growth, be no longer necessary, or be too burdensome or costly.

Today's action was taken in response to President Bush's announcement in his Jan. 28 State of the Union address of a 90-day moratorium and review of regulations. In a memorandum, the president asked DOT and other federal agencies to identify regulations and programs that impose a substantial cost on the economy. The memorandum also asked agencies to determine whether each such regulation or program meets the following standards:

o Its expected benefits to society outweigh its costs.

o It is fashioned to maximize net benefits to society.

o To the maximum extent possible, it sets performance standards instead of prescriptive requirements, allowing those subject to the regulation to achieve the intended goal at the lowest possible cost.

o It incorporates market mechanisms as much as possible.

o Its intent is clear and certain and it is designed to avoid needless litigation.

At the end of the review period, the department will submit a written report to the president listing recommended changes in regulations and their potential savings to the economy. The report will include an estimate of the number of jobs created by the changes. The department will also prepare a report summarizing programs left unchanged, with an explanation of how they are consistent with the standards set by the president.

In a notice published in today's Federal Register, the department seeks comment from affected industries and interested organizations and individuals on its regulatory programs and which of them may be too costly, burdensome or harmful to the economy. It also seeks help identifying regulations that overlap or conflict with those of other agencies or DOT. DOT may also use other means to obtain comments, such as through existing advisory committees.

Comments should be submitted by March 2 to the docket section of the relevant DOT modal administration.

# # # #

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Wednesday, February 12, 1992

DOT 06-92
Contact: Dennis E. Deuschl
Tel.: (202) 366-0110
Shelley Beaudry Laracuente
Tel.: (202) 366-0113

## SEAWAY TRADE MISSION TO EUROPE CALLS ON KEY DEVELOPING MARKETS

Fourteen businessmen representing Great Lakes/Seaway maritime shipping interests are traveling in March to Northern, Central and Eastern Europe to stimulate new trade opportunities for their region. They are delegates of the 1992 St. Lawrence Seaway Trade Mission, sponsored by the U.S. Department of Transportation's Saint Lawrence Seaway Development Corporation.

U.S. Seaway Administrator Stanford E. Parris, who will lead the delegation of Americans and Canadians, said the goal of the mission is to increase the volume of imports and exports shipped from and to North America via the Great Lakes St. Lawrence Seaway System. The delegation includes executives of carrier companies, terminal operators, ship and cargo brokers, exporters and importers, and port authorities located along the U.S. and Canadian waterway.

The group will be in Helsinki, Finland, from March 7 to 10; Tallinn, Estonia, on March 11; St. Petersburg, Russia, from March 12 to 13; Prague, Czechoslovakia, from March 14 to 17; Vienna, Austria, from March 17 to 18; and Budapest, Hungary, from March 19 to 21.

"This is an extremely important mission -- we are meeting with key decision makers in developing markets and transshipment points for those markets," Parris said. "By becoming involved early, the Seaway System has a good chance of getting the business and more business for the Seaway could translate into more jobs and increased economic benefits for the Great Lakes region."

Parris said recent political and economic changes in those countries make the timing good for the mission. And with the competition of the European Community, he said, it is especially important for the Seaway System to increase its business with nearby markets.

In each city, the delegates will conduct a formal presentation about the Seaway System and will have private, individual business meetings with local business, government and maritime representatives. The mission will be the ninth trade mission the Seaway Corporation has sponsored since 1985 and the first mission to all but St. Petersburg and Vienna.

# # # # #

U.S. Department of Transportation

# News:

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

FOR RELEASE MONDAY
February 24, 1992

DOT 08-92
Contact: Robert Marx
Tel.: (202) 366-5580

## NEW SECRETARY OF TRANSPORTATION NAMES EDUCATION OFFICIAL AS CHIEF OF STAFF

In his first official announcement as Secretary of Transportation, Andrew H. Card Jr. today named Michael P. Jackson, who held several positions in the White House from 1989 to 1991, as his chief of staff.

Card said, "I have known and worked with Michael for a long time at the White House. I am personally very pleased that he has agreed to take this key position on my management team. His experience in dealing with Cabinet departments, including the Department of Transportation, and in working with state and local governments, will serve him well."

Jackson, 37, has been serving as director of the Office of AMERICA 2000, Department of Education, since June 1991. In that post, he directed an effort to launch a strategy to move the nation to implement education reforms adopted by the president and the governors in 1990.

Before joining the education department, he was special assistant to the president and executive secretary for cabinet liaison for President Bush in 1990-91. In 1989, Jackson served as associate director in the White House office of cabinet affairs.

In 1986-88, Jackson worked in the Office of the Secretary at the Department of Education, first as special assistant for public affairs and later as special assistant to the secretary. He also worked for the White House Conference on Small Business in 1986 and for the American Enterprise Institute in 1984-85.

Jackson has taught political science at the University of Georgia and Georgetown University.

He holds a bachelor's degree in political science, magna cum laude, from the University of Houston and a Ph.D. in government, with distinction, from Georgetown.

Jackson lives with his wife, Caron Ross Jackson, in Alexandria, Va. Both are natives of Houston.

# # #

U.S. Department of Transportation

# News:

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

<u>FOR IMMEDIATE RELEASE</u>
Wednesday, February 26, 1992

DOT 07-92
Contact: Chuck Kline
Tel.: (202) 366-2928
Kathy Fiorillo
Tel.: (202) 366-2931

## DOT ANNOUNCES CONTRACTS FOR 13 NEW COMMERCIAL LAUNCHES

The Department of Transportation today issued the first U.S. Commercial Space Transportation Manifest for 1992. Thirteen more launches have been added to the manifest, bringing to 42 the total number of launches currently planned for the next five years. The manifest is updated periodically to reflect additional launch commitments.

The additions are:

General Dynamics, UHF 3
(communications satellite)
General Dynamics, EHF series, seven additional launches, nos. 4-10
(communications satellites)
EER Systems Corp., Consort series, three additional launches, nos. 5-7
(microgravity experiments)
McDonnell Douglas Corp., Kopernikus
(telecommunications satellite)
Orbital Sciences Corp., SCD-1
(environmental satellite)

Stephanie E. Myers, director of the department's Office of Commercial Space Transportation, said, "Nineteen successful launches have taken place since 1989, when the first DOT-licensed flight occurred. These past successes and the large number of new contracts show the strength and diversity of the growing U.S. commercial space transportation industry."

-more-

## U.S. COMMERCIAL SPACE TRANSPORTATION MANIFEST
(As of February 1992)

| PAYLOAD (COUNTRY)/ DESCRIPTION | LAUNCH COMPANY/ VEHICLE | EVENT DATE/ LAUNCH OR LANDING SITE |
|---|---|---|
| GALAXY V (U.S.) Telecommunications satellite | General Dynamics Atlas | 2/92 Cape Canaveral |
| Palapa B-4 (Indonesia) Telcommunications satellite | McDonnell Douglas Delta | 5/92 Cape Canaveral |
| INTELSAT-K (Intern'l Consortium) Telecommunications satellite | General Dynamics Atlas | 5/92 Cape Canaveral |
| UHF 1 (U.S.) Gov't communications satellite | General Dynamics Atlas | 7/92 Cape Canaveral |
| Consort 5 (U.S.) Microgravity--suborbital | EER Systems Corp. Starfire | 7/92 White Sands |
| GE SATCOM C-4 (U.S.) Telecommunications satellite | McDonnell Douglas Delta | 8/92 Cape Canaveral |
| COMET 1 LAUNCH (U.S.) Reentry vehicle | EER Systems Corp. Conestoga | 9/92 Wallops Island |
| KOPERNIKUS (Germany) Telecommunications satellite | McDonnell Douglas Delta | 9/92 Cape Canaveral |
| SCD-1 (Brazil) Environmental satellite | Orbital Sciences Corp. Pegasus | 9/92 Eastern Test Range |
| COMET 1 REENTRY (U.S.) Microgravity | Space Industries, Inc. COMET | 10/92 Utah Test Range |
| GALAXY 1R (U.S.) Telecommunications satellite | General Dynamics Atlas | /92 Cape Canaveral |
| LEAP-2 (U.S.) ** Gov't research--suborbital | Orbital Sciences Corp. Aries | /92 White Sands |
| LEAP-3 (U.S.) ** Gov't research--suborbital | Orbital Sciences Corp. Aries | /92 White Sands |
| LEAP-4 (U.S.) ** Gov't research--suborbital | Orbital Sciences Corp Aries | /92 White Sands |
| BP-TD (U.S.) Gov't research--suborbital | Orbital Sciences Corp. Castor/Orbus | /92 Wake Island |
| BP-IM (U.S.) Gov't research--suborbital | Orbital Sciences Corp. Castor/Orbus | /92 Wake Island |
| SEASTAR (U.S.) Remote sensing | Orbital Sciences Corp. Pegasus | 7/93 Western Test Range |
| Consort 6 (U.S.) Microgravity--suborbital | EER Systems Corp. Starfire | 11/93 White Sands |

| PAYLOAD (COUNTRY)/ DESCRIPTION | LAUNCH COMPANY/ VEHICLE | EVENT DATE/ LAUNCH OR LANDING SITE |
|---|---|---|
| NATO IVB (NATO)<br>Telcommunications satellite | McDonnell Douglas<br>Delta | 12/93<br>Cape Canaveral |
| Joust 2 (U.S.)<br>Microgravity--suborbital | Orbital Sciences Corp.<br>Prospector | /93<br>Cape Canaveral |
| INTELSAT VII Flt#2<br>(International consortium)<br>Telecommunications satellite | General Dynamics<br>Atlas IIAS | /93<br>Cape Canaveral |
| INTELSAT VII Flt#3<br>(International consortium)<br>Telecommunications satellite | General Dynamics<br>Atlas IIAS | /93<br>Cape Canaveral |
| TELSTAR 401 (U.S.)<br>Telecommunications satellite | General Dynamics<br>Atlas IIAS | /93<br>Cape Canaveral |
| UHF 2 (U.S.)<br>Gov't communications satellite | General Dynamics<br>Atlas | /93<br>Cape Canaveral |
| Consort 7 (U.S.)<br>Microgravity--suborbital | EER Systems Corp.<br>Starfire | 7/94<br>White Sands |
| COMET 2 LAUNCH (U.S.)<br>Reentry vehicle | EER Systems Corp.<br>Conestoga | 8/94<br>Wallops Island |
| COMET 2 REENTRY (U.S.)<br>Microgravity | Space Industries, Inc.<br>COMET | 9/94<br>Utah Test |
| Joust 3 (U.S.)<br>Microgravity--suborbital | Orbital Sciences Corp.<br>Prospector | /94<br>Cape Canaveral |
| SAX (Italy)<br>Scientific satellite | General Dynamics<br>Atlas | /94<br>Cape Canaveral |
| TELSTAR 402 (U.S.)<br>Telecommunications satellite | General Dynamics<br>Atlas IIAS | /94<br>Cape Canaveral |
| ORION 1 (U.S.)<br>Telecommunications satellite | General Dynamics<br>Atlas | /94<br>Cape Canaveral |
| UHF 3 (U.S.)<br>Gov't communications satellite | General Dynamics<br>Atlas | /94<br>Cape Canaveral |
| EHF 4 (U.S.)<br>Gov't communications satellite | General Dynamics<br>Atlas | /94<br>Cape Canaveral |
| COMET 3 LAUNCH (U.S.)<br>Reentry vehicle | EER Systems Corp.<br>Conestoga | 6/95<br>Wallops Island |
| COMET 3 REENTRY (U.S.)<br>Microgravity | Space Industries, Inc.<br>COMET | 7/95<br>Utah Test |
| ORION 2 (U.S.)<br>Telecommunications satellite | General Dynamics<br>Atlas IIA | /95<br>Cape Canaveral |
| EHF 5 (U.S.)<br>Gov't communications satellite | General Dynamics<br>Atlas | /95<br>Cape Canaveral |

| PAYLOAD (COUNTRY)/ DESCRIPTION | LAUNCH COMPANY/ VEHICLE | EVENT DATE/ LAUNCH OR LANDING SITE |
|---|---|---|
| EHF 6 (U.S.) Gov't communications satellite | General Dynamics Atlas | /95 Cape Canaveral |
| EHF 7 (U.S.) Gov't communications satellite | General Dynamics Atlas | /96 Cape Canaveral |
| EHF 8 (U.S.) Gov't communications satellite | General Dynamics Atlas | /96 Cape Canaveral |
| EHF 9 (U.S.) Gov't communications satellite | General Dynamics Atlas | /96 Cape Canaveral |
| EHF 10 (U.S.) Gov't communications satellite | General Dynamics Atlas | /97 Cape Canaveral |

** These launches were listed on the October 1991 U.S. Commercial Space Transportation Manifest. While procured from commercial launch providers, they have since been reclassified by the procuring agency as government, rather than commercial, launches.

**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Thursday, February 27, 1992

DOT 09-92
Contact: Shawn Sandor
Tel.: (202) 366-5563

## DOT CHALLENGES HIGH SCHOOL STUDENTS IN NATIONWIDE ESSAY CONTEST

In honor of its 25th anniversary, the U.S. Department of Transportation today announced a nationwide essay contest open to high school students challenging them to map out a course for transportation that will meet the needs of tomorrow.

The essay contest, entitled "Transportation: Planning Today for Tomorrow's Needs," encourages students to focus on futuristic transportation technologies, including intelligent vehicle highway systems, high speed rail, global satellite systems, hypersonic aircraft and alternative fuels. Students who write essays should also address environmental and safety concerns as well as examine transportation problems expected to be faced because of future growth and shifts in population and lifestyles.

"We want high school students to think creatively about the transportation system of the future," said Secretary of Transportation Andrew Card. "More importantly, we want these students to consider careers in transportation, working to address the challenges of the 21st century."

Essays should address the stated topic, not exceed 1,000 words, and charts, graphs or other materials are optional. Students should incorporate local examples as much as possible. All essays should be submitted to the U.S. Department of Transportation, Office of Public Affairs, Room 10414, 400 7th Street, S.W., Washington, D.C. 20590 no later than April 17, 1992. Students may obtain further information on the contest by writing to Shawn Sandor, in the Office of Public Affairs.

Two winners chosen from the essays received will be notified on May 1, 1992. The winners, along with one guardian each, will receive round-trip tickets to Washington, D.C. including accommodations and meal allowances for two weekdays in May. They will be able to take part in the department's 25th Anniversary ceremony on May 12 and meet with Secretary Card, who will present certificates to the winners.

# # # #

U.S. Department of Transportation

# News:

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

FOR RELEASE WEDNESDAY
March 4, 1992

DOT 11-92
Contact: Ed O'Hara
Tel.: (202) 366-5571

## NEW SERVICE PUTS DOT DRUG POLICY INFORMATION AT YOUR FINGERTIPS

The public can get immediate access to information on drug testing policy and regulations covering transportation workers by picking up the phone or by using a computer modem, Deputy Secretary of Transportation James B. Busey announced today.

Callers who access the new Anti-Drug Information Center (ADIC) literally have at their fingertips the Department of Transportation's entire information network on drug regulations. Busey inaugurated the new service at a ceremony at DOT's Transportation Safety Institute in Oklahoma City. The service is available around the clock to provide detailed information and assistance.

Transportation workers, company officials, those who manage drug programs, and other interested parties will be able to get a voice summary of drug regulations for various modes of transportation, quickly obtain a copy of a document by telefax, punch up a document on a computer screen, and download a document to their computer data base. They can also leave questions or comments on the voice mail system.

The ADIC system was designed to enhance public safety by giving individual operators, industry and government agencies immediate access to official material. Some four million transportation workers in safety and security-related jobs are affected by DOT's drug testing regulations that became effective starting in late 1989.

Those covered by the DOT rules include pilots, flight engineers, aviation mechanics, interstate truck and bus drivers, mariners on commercial vessels and pipeline workers. Recent legislation cleared the way for rulemaking on drug testing for mass transit workers and intrastate truck drivers.

(more)

By dialing 1-800-CAL-DRUG, a caller can communicate with a computer generated voice program that provides short descriptions of drug testing programs for each mode of transportation and answers to the most frequently asked questions about the regulations. On this number, callers can request copies of documents by facsimile, and receive them in minutes. For facsimile service, a small fee can be charged to the user's credit card account.

Those who wish to access the system by computer modem should call 1-800-225-3804. In this mode, the caller can punch up documents on a computer screen, request immediate transmission of the documents via fax and download information to a computer.

The information available from the new system includes:

o DOT drug-related regulations, with section-by-section guidance and interpretations, policy and enforcement practices and cross referencing to related regulations.

o Guidance on which agency rules are applicable to the user's operations.

o Availability of training opportunities.

o A list of certified and decertified drug testing laboratories from the National Institute of Drug Abuse, Department of Health and Human Services.

Under the voice mail option, callers can make comments or leave questions, which will be answered by the appropriate agency within DOT.

The new information system was developed in coordination with EduNeering, Inc., of Princeton, N.J. It will be operated by the Transportation Safety Institute in Oklahoma City, a division of the department's Research and Special Programs Administration.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

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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
Thursday, March 5, 1992

DOT 10-92
Contact: Bill Mosley
Tel.: (202) 366-5571

FEWER FLIGHT DELAYS, MISHANDLED BAGS, NOTES MONTHLY CONSUMER REPORT

The nation's largest airlines recorded fewer flight delays, mishandled bags and consumer complaints in January than in the same period last year.

In releasing its monthly Air Travel Consumer Report, the Department of Transportation also reported a significant decline in the number of passengers denied boarding, or bumped, in 1991.

The 10 largest U.S. carriers posted an 81.4 percent on-time arrival rate in January, an improvement over both January 1991's 73.8 percent and last December's 80.0. In compiling the data, flight delays caused by mechanical problems are not counted.

The airline's mishandled baggage rate also improved in January, with 5.69 reports per 1,000 passengers compared to 7.97 in January 1991 and 6.31 last December.

The department received 564 complaints against airlines from consumers in January, down from January 1991's total of 796 but more than December's 496.

U.S. carriers registered 1.09 involuntary denied boardings per 10,000 passengers in 1991, compared to 1.59 in 1990. Involuntary denied boardings totaled 46,879 in 1991 compared to 67,004 in 1990.

-more-

The department also announced that this month's report contains for the first time a new table listing more than 200 airports in alphabetical order with on-time arrival and departure percentages for each.

The department 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 printout are available from DOT's Volpe National Transportation Systems Center in Cambridge, Mass.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Tuesday, March 10, 1992

DOT 12-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## NEW DOT BOOKLET HELPS DISABLED AIR TRAVELERS

A booklet designed to inform air travelers with disabilities of their rights and help them plan trips was issued today by the Department of Transportation.

"New Horizons for the Air Traveler with a Disability" describes the progress under the Air Carrier Access Act of 1986 in making air travel easier for persons with disabilities. It also outlines changes that will take place under the Americans with Disabilities Act of 1990.

The booklet offers suggestions to these travelers on planning their trips, such as informing airlines and travel agents in advance to help them provide any special assistance that may be required for the passenger's comfort and safety. It also describes special services passengers can expect, such as assistance in boarding and moving about the aircraft.

The information in the booklet is based on departmental regulations adopted to meet the requirements of the Air Carrier Access Act. DOT said these regulations are based on the following principles:

o The physical barriers encountered by those with disabilities can be vastly reduced by employing simple changes in layout and technology.

o Problems for passengers with hearing or vision impairment will be minimized if they are provided access to the same information that is available to other passengers.

o All air travel personnel who come in day-to-day contact with the public need to be trained to understand the needs of passengers with disabilities and how they can be accommodated quickly, safely and with dignity.

Individual copies of "New Horizons for the Air Traveler with a Disability" are now available free of charge from the Consumer Information Center, Department 608-Y, Pueblo, Colo. 81009. There may be a small charge for the booklet in the future. An audiocassette version of the booklet is also available from DOT's Office of Regulatory Affairs, P-10, Room 9222, 400 7th St. S.W., Washington, D.C. 20590, or by calling (202) 366-4220.

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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
Wednesday, March 11, 1992

DOT 13-92
Contact: Elaine Matrigali
Tel.: (202) 366-5571

## ANDREW H. CARD JR. SWORN IN AS NEW DOT SECRETARY

At a ceremony attended by President Bush, Andrew H. Card Jr. was sworn in today as the 11th secretary of the Department of Transportation. The oath of office was administered by Supreme Court Justice Clarence Thomas at the National Air and Space Museum.

Card was nominated by the president for the top post at the department on Jan. 22, shortly after Samuel K. Skinner resigned to become President Bush's chief of staff. Card was confirmed by the Senate on Feb. 21.

President Bush praised the new secretary and said, "Andy Card is one of this town's best kept secrets -- one of the best-liked, most well-respected members of my team . . . I know Andy Card to be a proven leader and talented manager -- experienced, efficient and energetic. A public servant of the first order -- and above all, a man who gets things done."

After being sworn-in, Secretary Card said, "I know that I have the firm commitment of this department behind me. I'm deeply impressed with the dedicated men and women who work here . . . All of you accomplish so very much -- each day, year-in and year-out. I'm proud to be joining your team."

Secretary Card added, "All of us at the Department of Transportation will face head-on the demanding challenges to ensure safety, accessibility, and efficiency in our transportation system in the coming years."

Prior to accepting the appointment, Card served at the White House as assistant to the president and deputy chief of staff. Before his move to the White House, he was a member of the presidential transition team and served as a senior advisor to the Bush/Quayle '88 campaign.

- more -

From April to August 1988, Card served in the Reagan White House as deputy assistant to the president and director of the Intergovernmental Affairs Office. In September 1983, he was appointed special assistant to the president for Intergovernmental Affairs and worked primarily with the nation's governors.

Before his government service, Card was vice president of CMIS Corp., a computer software company based in Vienna, Va, and, from 1971 to 1975, he served as a design engineer with both Maurice A. Reidy Engineers in Boston and David M. Berg, Inc., in Needham, Mass.

Card has held a number of elected and appointed municipal offices in Massachusetts. From 1975 until 1983, he was a member of the Massachusetts House of Representatives where he served in the Republican leadership for six years. In 1982, Card was named Legislator of the Year by the National Republican Legislators' Association and was presented the Distinguished Legislator Award by the Massachusetts Municipal Association. In 1982, he was a Republican candidate for governor of Massachusetts.

Card received his Bachelor of Science degree in Engineering from the University of South Carolina and attended the U.S. Merchant Marine Academy and the John F. Kennedy School of Government at Harvard University.

A native of Brockton, Mass., Card is married to the former Kathleene Bryan and they have three children.

# # # # #

**U.S. Department of Transportation**

Office of the Secretary of Transportation

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News:

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

JAMES B. BUSEY IV
UNITED STATES
DEPUTY SECRETARY OF TRANSPORTATION

James B. Busey was sworn in as Deputy Secretary of Transportation on December 4, 1991. A retired Navy Admiral, Deputy Secretary Busey is the second in command of an organization with more than 100,000 employees and a $34 billion budget, and which is responsible for programs dealing with surface, sea and air transportation.

From December 16, 1991 until February 24, 1992, when Andrew H. Card, Jr. was sworn in as Secretary, Busey served as Acting Secretary of Transportation.

Before taking over his current post, Deputy Secretary Busey served as the Federal Aviation Administrator directing a workforce whose responsibilities include the certification of aircraft, airmen and airports, the operation and maintenance of the air traffic control system, the oversight of aviation security at U.S. airports, the administration of a $1 billion-plus annual grant program and the implementation of a multi-billion dollar program to modernize the National Airspace System.

Busey served as Commander-in-Chief of U.S. Naval Forces in Europe and Commander-in-Chief of Allied Forces in Southern Europe, a NATO Command, for two years prior to his retirement from the Navy in 1989.

An experienced pilot, Deputy Secretary Busey enlisted in the Navy in 1952, was then assigned to the Naval Aviation Cadet Program, and received his commission and Navy Wings of Gold in August 1954.

Busey's 37-year career as a naval officer included tours in Vietnam in 1967 and 1968, where he received the Navy Cross for combat action. Other key assignments included a tour in Washington, DC, following his promotion to Rear Admiral in 1979 where he served successfully as the Auditor General of the Navy and the Deputy Chief of Naval Material, Resource Management.

-more-

Following an operational flying assignment in California, Busey was promoted to Vice Admiral and returned to Washington in July of 1983 as Commander of the Naval Air Systems Command. In 1985, he was appointed Vice Chief of Naval Operations and promoted to full admiral.

Born in Urbana, Illinois, Deputy Secretary Busey attended the University of Illinois and the Naval Postgraduate School where he received a Masters degree in Management.

He is married to the former Jean Cole of Sydney, Illinois. They have two married daughters, one son and one grandson.

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3/11/92

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Friday, March 20, 1992

DOT 16-92
Contact: Bob Marx
Tel.: (202) 366-5580

STEPHEN HART NAMED
DEPUTY ASSISTANT SECRETARY FOR
INDUSTRY AFFAIRS AND PUBLIC LIAISON AT DOT

Secretary of Transportation Andrew H. Card Jr. has announced the appointment of Stephen T. Hart as deputy assistant secretary for industry affairs and public liaison. He will serve as deputy to the Assistant Secretary for Public Affairs, Marion C. Blakey, starting in mid-April.

"As a veteran of the White House since 1983, Steve has great depth and experience in the communications field. He will head up a new office of Industry and Public Liaison to help meet my goal of increasing the department's rapport with industry and the public. I am pleased to have him as a member of our team," Card said.

Prior to accepting this position, Hart was Deputy Assistant to the President and Director, Office of Legislative Affairs, where he coordinated White House interaction with Congress and participated in the development of administration policy and legislative strategy.

From 1989 to 1991, he served as special assistant to the President and deputy press secretary, where he was one of the President's principal spokesmen for domestic issues. In addition, Hart served as assistant to the vice president for press relations, where he was then Vice President Bush's chief spokesman (1987-1989); special assistant to the vice president and assistant press secretary for foreign affairs (1985-1987); director of press advance for President Reagan (1984-1985); and staff assistant to the President for press advance (1983-1984).

Hart received his B.A. from George Washington University in 1982. He resides in Arlington, Va.

# # # #

U.S. Department of Transportation

# News:

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

FOR RELEASE MONDAY
March 23, 1992

DOT 17-92
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT ISSUES DECISIONS ON AIR ROUTES
TO ITALY, JAPAN, AND MEXICO CITY

United Air Lines today received authority from the Department of Transportation to provide new service between Washington, D.C., and Rome and Milan, Italy. The department also announced actions on the proposed sale of air routes to Nagoya, Japan and Mexico City.

The proposed transfer of a route between Honolulu and Nagoya from America West Airlines to Northwest Airlines was given final approval by DOT.

The proposed sale of Pan American World Airways' Los Angeles-Mexico City authority to United Air Lines received tentative approval from the department. Pan American ceased all operations last Dec. 4.

The new route to Italy became available as a result of a 1990 agreement between the U.S. and Italy allowing a fourth passenger/ cargo route between the two countries. Currently, Delta Air Lines and TWA serve Rome and Milan from New York, and American Airlines operates Chicago-Milan service. In addition to United, USAir and Delta applied for the route, seeking to serve the two cities from Pittsburgh and Atlanta, respectively.

In its decision, DOT said United offered better access to Italy for passengers originating in Washington, who must now use connecting service. Patrick V. Murphy Jr., DOT's deputy assistant secretary for policy and international affairs, affirmed a Dec. 5, 1991, administrative law judge's recommended decision in selecting United. The size of the Washington-Italy market means that United's improved service will benefit large numbers of travelers, the decision said. United is required to begin service within 90 days.

(more)

In the Honolulu-Nagoya case, DOT affirmed its Jan. 23, 1992, tentative decision to approve the transfer. The January order said that selling the route for $15 million would improve the viability of America West and promote domestic airline competition by bolstering its competitive position. Last June, America West filed to reorganize under Chapter 11 of the bankruptcy code. The order also said the entry of Northwest, with its strong marketing network in Japan, would enhance the U.S. trade position and benefit the state of Hawaii by improving air service for passengers.

Last November, Pan American reached agreement to sell its Los Angeles-Mexico City authority to United for $12.5 million, shortly before it ceased operations. The proposed transfer includes rights beyond Mexico City to some 19 points in the Caribbean and Latin America. Alaska Airlines opposed the transaction and urged DOT to start a carrier selection case to determine who should serve the route. In a show-cause order, the department found that the transfer to United would be consistent with the public interest. United plans to offer three round trips daily between Los Angeles and Mexico City, the third largest city-pair market between the two countries.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

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Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR RELEASE TUESDAY
March 24, 1992

DOT 18-92
Contact: Ed O'Hara
Tel.: (202) 366-5571

## DOT TENTATIVELY APPROVES SALE OF TWA ROUTES TO LONDON

The Department of Transportation today announced it has tentatively approved the transfer to USAir of Trans World Airlines' routes between Philadelphia and Baltimore and London's Gatwick Airport.

TWA reached an agreement with USAir in December to sell the routes for $50 million. The two airlines said the transfer would strengthen TWA financially and USAir competitively.

In a show-cause order, the department tentatively concludes that the transfer is consistent with the public interest. It found that USAir is in a position to provide more service and stronger competition in the Baltimore-London and Philadelphia-London markets because of its more significant presence at the two gateways.

USAir plans to provide daily service year round from both Philadelphia and Baltimore. The department said that the sale would improve domestic competition by helping TWA consolidate its international operations at its hubs in New York and St. Louis and develop domestic feed routes into those hubs.

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U.S. Department of Transportation

# News:

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

FOR RELEASE MONDAY
MARCH 30, 1992

DOT 19-92
Contact: Elaine Matrigali
Tel.: (202) 366-5571

## DAYLIGHT TIME TO BEGIN SUNDAY, APRIL 5

Daylight saving time will begin for most of the nation at 2 a.m. Sunday, April 5, and Americans will start getting an extra hour of daylight in the evening.

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. 25, 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 parts 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.

# # # # #

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Monday, March 30, 1992

DOT 20-92
Contact: Hal Paris
Tel.: (202) 366-5571

## TRANSPORTATION SECRETARY CARD URGES FURTHER ECONOMIC DEREGULATION OF THE TRUCKING INDUSTRY

The Bush Administration is calling for further economic deregulation of the trucking industry, a move that will produce significant economic benefits, Secretary of Transportation Andrew H. Card Jr. said today.

Preliminary estimates by the department indicate that trucking regulations in 42 states cost the nation between $3 billion and $8 billion each year.

"Trucking deregulation is important for the economic health of the country, for our competitiveness in markets abroad, and will mean more job opportunities here at home," Card said.

The secretary, at a press briefing, said the department has sent to Congress proposed legislation that would remove the unnecessary and burdensome regulatory requirements on trucking now in place at the Interstate Commerce Commission. The legislation would increase competition and improve efficiency, result in lower prices for consumers and enhance international competition for U.S. businesses.

Secretary Card is scheduled to testify Tuesday before the House Subcommittee on Surface Transportation to signal the administration's strong commitment to deregulation of the trucking industry.

The secretary said the reforms of the Motor Carrier Act of 1980 have been a tremendous success, saving U.S. business and consumers an estimated $15 billion annually in transportation costs.

"We need further deregulation for the simple reason that the 1980 Act did not go far enough. It left in place too much red tape and too many barriers to achieve the full economic benefits of total deregulation," Card said.

- more -

The secretary noted that President Bush "has recently implemented a series of regulatory initiatives designed to reduce the red tape and cost of doing business, and our truck deregulation legislation is an integral part of his program."

Card said that while the Act of 1980 was a good start, it did not end the expensive "paper chase" at the ICC. There is still a great deal of trucking regulation at both the federal and state level.

The proposed legislation would provide further regulatory relief to the trucking industry by prohibiting the states from regulating the rates, routes and services of interstate motor carriers. The administration bill also would sunset the ICC, effective Oct. 1, 1992, and eliminate its remaining regulatory functions. Responsibility for rail freight regulation would be transferred to DOT.

Card stressed that the bill would not change current safety requirements for truckers or existing financial responsibility requirements such as insurance or bonding. "Safety is my number one priority and we will continue to strengthen our safety enforcement efforts. Safe trucking is the result of effective safety regulation and strong enforcement, not unnecessary economic regulation."

The administration bill also would transfer consumer protection regulations governing the movement of household goods to the Federal Trade Commission.

# # # # #

**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
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U.S. Department of Transportation

# News:

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

FOR RELEASE TUESDAY
March 31, 1992

DOT 21-92
Contact: Ed O'Hara
Tel.: (202) 366-5571

**U.S. TO EXPLORE OPEN SKIES AGREEMENTS WITH EUROPEAN NATIONS OFFERING FREE ACCESS**

The United States will explore "open skies" aviation agreements with all European countries willing to allow U.S. airlines free access to their markets, Secretary of Transportation Andrew H. Card Jr. announced today.

In the past, the U.S. has offered such agreements only to a few of its largest aviation partners, Card said in a speech before the Aero Club in Washington, D.C.

Card said that after reexamining its policy, the U.S. has decided it should be willing to offer open skies agreements to countries who agree with our free market principles.

"We will now offer to negotiate 'open skies' agreements with all European countries willing to permit U.S. carriers essentially free access to their markets," Card said. He said such discussions will be limited to European countries since Europe is moving toward the free flow of passengers and goods.

The secretary noted that the U.S. has already taken an important step in this direction with its "underserved cities" program, opening U.S. gateway cities to service by foreign airlines without insisting on prior negotiations for such rights. Foreign airlines have authority to provide service to five American cities under the program.

During the 1980s, the U.S. developed more market-oriented agreements with its aviation partners than ever before. He said that the more liberal environment is being challenged now by a number of countries. He noted there have been attempts by the U.S.'s trading partners to limit the rights of U.S. airlines under existing agreements.

Card said U.S. and French negotiators today are discussing "whether U.S. carriers can carry all the passengers they are entitled to fly this summer. The French are insisting that U.S.

(more)

carriers cut 500,000 seats from their summer schedules -- a 20 percent reduction and a serious matter." Card said that last Friday he called his French counterpart, Minister Paul Quiles, to stress the importance of our bilateral agreement.

In his speech, Card said the United States places a very high value on its bilateral agreements. "We respect those agreements, and we honor them faithfully. And we expect the same from our trading partners."

Card also said the Bush Administration has taken important steps to advance the cause of open aviation markets. They range from the easing of restrictions on foreign investment in U.S. airlines to the creation of an underserved cities program.

On the domestic scene, Card said he believes U.S. airlines are poised for a powerful comeback. There are ways the government can help, he said. Card said the department is reviewing its regulations to determine which rules may be imposing undue costs and burdens on transportation industries.

Card said his priorities include expediting the flow of aviation funds this year and the passage of the FAA reauthorization package with its increase for capital investment. While promising to expedite Passenger Facility Charge applications, Card warned that they will not be rubber stamped and that he will not "permit the proliferation of local noise restrictions inconsistent with the national policy.

"So, from the president's regulatory review process... to FAA reauthorization... and to PFC's, we are working with you to create opportunities and to remove road blocks," Card said.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

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U.S. Department of Transportation

# News:

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

<u>FOR RELEASE TUESDAY</u>
March 31, 1992

DOT 22-92
Contact: Ed O'Hara
Tel.: (202) 366-5571

**DELTA GETS TENTATIVE DOT APPROVAL FOR PAN AM'S DETROIT-LONDON ROUTE**

The transfer to Delta Air Lines of the Detroit-London route formerly served by Pan American World Airways was tentatively approved today by the Department of Transportation.

On Oct. 18, 1991, the department approved the sale of most of Pan American's trans-Atlantic routes to Delta. However, DOT deferred action on the Detroit-London route after Northwest Airlines and several Detroit parties opposed transfer of the route and requested it be awarded to Northwest. DOT called for more information from Delta and Pan Am. On Dec. 4, Pan Am ceased all operations.

In a show cause order issued today, the department noted that it generally approves proposed route transfers unless they conflict with important international aviation policy objectives or are otherwise inconsistent with the public interest. It said it has tentatively found no such obstacles to the transfer.

The department tentatively found that the sale of the route to Delta is consistent with international policy goals and the public interest. The order points out that this is not a carrier selection case nor one in which it must choose between two route transfer applications.

Delta plans to continue operating Pan Am's Cleveland-Detroit-London service. Cleveland is one of the largest cities that does not have nonstop service to London, the order said. Cleveland business and city officials supported Delta for the route, while Detroit and Michigan officials supported Northwest.

After Pan Am ceased operations in December, DOT granted Delta temporary exemption approval to operate the route.

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U.S. Department of Transportation

# News:

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

FOR RELEASE THURSDAY
April 2, 1992

DOT 23-92
Contact: Hal Paris
Tel.: (202) 366-5571

## DOT CONSUMER REPORT SHOWS AIRLINES HAD GOOD FEBRUARY

The number of consumer complaints against the airlines in February declined to the lowest total in 22 years, the Department of Transportation said today.

The department's monthly Air Travel Consumer Report also shows the nation's largest airlines turned in a good on-time performance in February and improved their mishandled baggage rate.

Service complaints filed by consumers with the department in February fell to 450, a 20 percent decline from January's 564 total and a 30 percent reduction from the 645 complaints recorded in February 1991. The February 1992 figure was the best reported since November 1970 when complaints totaled 448.

The 10 largest U.S. carriers posted an 83.4 percent on-time performance in February, an improvement over January's 81.4 percent rate and better than the February 1991 arrival performance of 81.8 percent.

And the airlines mishandled baggage rate also improved in February with 4.53 reports per 1,000 passengers compared to January's 5.69 reports and the 5.64 rate in February of last year.

The department 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 printout are available from DOT's Volpe National 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:
Thursday, April 23, 1992

DOT 28-92
Contact: Chuck Kline
Tel.: (202) 366-5770
Edward Ellegood
Tel.: (407) 868-6983
J. Pagliasotti
Tel.: (303) 866-2087

## HIGH SCHOOL STUDENTS TO TAKE PART IN LAUNCHES UNDER SPACE EDUCATION PROGRAM

High school students will participate in the excitement of hands-on space activity under an education initiative created by the Spaceport Florida Authority (SFA), the Aerospace States Association (ASA), and the U.S. Department of Transportation's Office of Commercial Space Transportation (OCST).

The Spaceport Authority will conduct a suborbital launch this year as part of the space education project. OCST will fund the launch from Florida using SFA's suborbital launch system.

The Spaceport Authority will work with other members of the ASA to assemble in Florida a group of high school students to participate in the launch of an upper atmospheric sensor and the retrieval of scientific data from the payload. Students will also be given specialized instruction and training before the launch.

"This is an ideal program to expose young minds to space science and engineering," said Colorado Lt. Gov. C. Michael Callihan, chairman of the ASA. "Participating students will return to their states with a strong interest in space and an enthusiasm that will be shared by their classmates."

The 30-member state organization and OCST intend to use this year's project as the basis for a continuing "Rockets for Schools" program which could include several launches each year using the Spaceport Authority's mobile launch system for missions from Florida and other states.

(more)

Stephanie E. Myers, director of OCST, described the pilot program as "the beginning of a larger program to expose a broad cross-section of high school students to the excitement and the career opportunities at all levels in space commerce. We need to stimulate our young people, particularly women and minorities, to prepare themselves for jobs in this growing industry."

The three organizations announced the educational launch program today at a kickoff news conference in conjunction with the annual Space Congress program in Cocoa Beach, Fla.

"Thanks to projects like this one, Florida's students are enjoying greatly increased access to space-related activities," said Florida Commissioner of Education Betty Castor. "Our education system will be a unique beneficiary of this pioneering initiative."

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR RELEASE MONDAY
April 27, 1992

DOT 29-92
Contact: Ed O'Hara
Tel.: (202) 366-5571

## SALE TO USAIR OF TWA ROUTES TO LONDON APPROVED BY DOT

The transfer to USAir of Trans World Airlines' routes between Philadelphia and Baltimore and London's Gatwick Airport has been approved, the Department of Transportation announced today.

On March 24, the department issued a show cause order tentatively approving the sale and concluding it is consistent with the public interest. In a final order issued today, the DOT affirms and makes final the earlier order. The department found that USAir is in a position to provide more service and stronger competition in the Baltimore-London and Philadelphia-London markets because of its more significant presence at these two gateways.

Last December, TWA reached agreement with USAir to sell the routes for $50 million. The two airlines said the transfer would strengthen TWA financially and USAir competitively.

USAir plans to provide daily service year round from both Philadelphia and Baltimore. The department said the sale would improve domestic competition by helping TWA consolidate its international operations at its hubs in New York and St. Louis and develop domestic feed routes into those hubs.

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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, April 28, 1992

DOT 30-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## DOT ANNOUNCES CONFERENCES FOR MEDICAL REVIEW OFFICERS

The Department of Transportation is sponsoring a series of three conferences for physicians who provide or plan to provide medical services required by DOT drug testing regulations for the transportation industry.

The conferences for Medical Review Officers (MROs) will be identical in content and held in Washington on June 10-11, Chicago on June 16-17 and San Francisco on June 29-30.

The department's rules mandating drug testing require drug tests to be reviewed by an MRO. Employees testing positive must be given the opportunity to have a medical interview with an MRO to discuss possible alternative medical reasons for the positive result. Additionally, under some of the department's rules, MROs are involved in determinations of the appropriateness of these employees returning to safety- or security-related functions.

The conferences are designed to provide a forum for discussion and interaction with DOT and other agencies regarding the department's drug testing rules as they relate to the duties of MROs. Conference sessions will provide current technical and program information to assist these physicians in carrying out their responsibilities.

-more-

Representatives from five DOT agencies -- the Federal Aviation Administration, the Federal Highway Administration, the Federal Transit Administration, the Research and Special Programs Administration and the U.S. Coast Guard -- will provide sessions on issues relating to each of these agencies.

Participation in the conferences is encouraged for MROs and their professional staff who are interested in current drug testing policy and program issues.

The registration fee is $95 per person for each of the conferences. Early registration is recommended, as participation will be limited.

To register, or for more information, please contact Perry Chipps, Exhibit Conference Director, U.S. Department of Transportation, Volpe National Transportation Systems Center, 55 Broadway, Kendall Square, Cambridge, Mass. 02142, telephone 1 (800) 336-4583, extension 6207 (for Virginia area code 703, dial (703) 631-6207), fax (703) 818-9177.

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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
Friday, May 1, 1992

DOT 32-92
Contact: **Bill Mosley**
Tel.: (202) 366-5571

## DOT COMPLETES REGULATORY REVIEW; IDENTIFIES ACTIONS TO REDUCE BURDENS ON ECONOMY AND TRANSPORTATION INDUSTRY

Secretary of Transportation Andrew H. Card Jr. today identified more than 300 administrative or legislative changes in DOT regulations that would help the nation's economy without adversely affecting safety or other important statutory objectives.

The secretary's announcement followed a 90-day, government-wide moratorium on regulatory action ordered by President Bush. The department responded by carrying out a comprehensive review of existing DOT regulations to identify those which may unduly burden the economy.

"The moratorium was an opportunity for us to conduct a thorough review of our regulations," Secretary Card said. "Our review will lead to less paperwork, cancellation of obsolete regulations, and fewer regulatory burdens on the transportation industry. Less money spent for unnecessary regulatory compliance means lower prices for consumers, and more money in the American economy that creates real jobs."

The department's review began with the publication of a notice in the Feb. 7 Federal Register asking for public comment on which of its regulations might impede economic growth, be no longer necessary, or be too burdensome or costly. Over 320 comments were submitted and reviewed. Department officials also conducted their own review of every existing DOT regulation.

-more-

The department divided recommended actions into four categories. They are:

o <u>High priority actions</u> -- These will have a substantial impact on the economy and can be carried out through rulemaking or other administrative processes. They include revising stability rules for seagoing vessels in line with international standards, which could save U.S.-flag vessels up to $250 million annually; and harmonizing U.S. requirements for aircraft operation, maintenance, design and construction with those of other nations, which could save industry anywhere from $100 million to $1 billion each year. The department also plans to negotiate "open skies" aviation agreements with all European countries to create a more market-oriented international aviation environment, which could benefit the economy by up to $1.2 billion per year. This increased competition will result in better service, lower fares and increased business opportunities for U.S. airlines and businesses.

o <u>Legislative actions</u> -- those that require action by Congress. They include removal of the remaining economic regulation of interstate motor carriers, saving $3 to $8 billion annually, and reform of the U.S. commercial maritime industry to enable it to be more competitive and better able to meet defense needs.

o <u>Important actions</u> -- These actions will be taken as soon as possible because they will have a positive impact on the economy. Over 60 changes in departmental regulations to update, streamline or simplify requirements will be involved.

o <u>Other actions</u> -- Hundreds of rules will be modified to make minor changes in paperwork, revoke obsolete or redundant requirements, or amend rules for editorial or other reasons. In fact, over 300 pages will be deleted from the Code of Federal Regulations as a result of the department's identification of 71 obsolete or redundant rules.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Tuesday, May 5, 1992

DOT 33-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## DOT RELEASES MONTHLY AIR TRAVEL CONSUMER REPORT

The on-time arrival and baggage handling performance in March for the largest U.S. airlines showed improvement over the same period last year but was slightly off February's marks.

The monthly Air Travel Consumer Report, released today by the Department of Transportation, also showed that air travelers filed fewer complaints with DOT in March than the corresponding month a year ago, but more than this past February.

The nation's 10 largest airlines posted an 80.9 percent on-time arrival record in March, up from March 1991's 80.0 but below the 83.4 percent showing in February 1992. In compiling the data, delays caused by mechanical problems are not counted. The department noted that a two-hour shutdown of the air traffic control radar system at Chicago's O'Hare Airport on March 10 disrupted air traffic across the country, causing numerous flight delays and cancellations.

The airlines received 4.83 reports of mishandled baggage per 1,000 passengers in March, an improvement over March 1991's 5.66 but not as good as the 4.53 posted in February 1992.

-more-

The department received 525 complaints about airline service in March, down from last March's total of 701 but more than February 1992's mark of 450. Complaints for the first three months of 1992 totaled 1,540, well below the 2,142 received in the first quarter of 1991.

The department 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 printout are available from DOT's Volpe National Transportation Systems Center in Cambridge, Mass.

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**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Monday, May 11, 1992

DOT 37-92
Contact: Elaine Matrigali
Tel.: (202) 366-5571

## SECRETARY CARD INVITES PROPOSALS FOR STATE INTERMODAL PLANNING GRANTS

In a letter to each of the nation's 50 governors, Secretary of Transportation Andrew H. Card Jr. today invited the states to submit proposals for developing model state intermodal transportation plans.

Secretary Card's action launches the grant program authorized under Title V of the Intermodal Surface Transportation Efficiency Act of 1991. Title V makes available federal funds totaling $3 million, of which an individual state may be awarded a maximum of $500,000. The funds are to be used to develop model plans consistent with the government's policy to encourage and promote the development of a national intermodal transportation system. The secretary is to award grants to states that represent a variety of geographic regions and transportation needs, patterns and modes.

Card's letter, which includes guidelines on the content and submission of state proposals, emphasizes that the grant program affords ". . . a unique opportunity to think creatively about intermodal issues and to embrace an expansive view of what intermodalism really involves: highly integrated, multimodal networks and systems that . . . move people and goods as smoothly and efficiently as possible."

According to the secretary, by supporting the development of "model" plans and processes, the program can provide important lessons on how to make intermodalism a reality. Card also calls for intermodal planning efforts that include participation by all elements of the transportation community, and will operate harmoniously with current as well as future transportation planning, policymaking and programming activities.

Written proposals are to be submitted by July 17. The department is expected to announce the states selected for the grants this fall.

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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
Friday, May 15, 1992

DOT 39-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## UNITED TENTATIVELY AWARDED FORMER PAN AM LATIN ROUTES

The Department of Transportation today tentatively approved United Air Lines' acquisition of Latin American routes formerly operated by Pan American World Airways.

In a show-cause order, the department cited its policy to approve transfer agreements unless international aviation policy or other public interest considerations dictate otherwise. United has shown it will effectively use all the frequencies it is acquiring from Pan Am, the department said in its order. American Airlines' petition to obtain a number of Pan Am's frequencies to Brazil, Argentina and Grand Cayman was tentatively denied.

The department regretted that Pan Am's bankruptcy had eliminated many jobs, but was pleased that United will employ more than 1,000 former Pan Am workers. The department tentatively declined to require that United hire more Pan Am employees, since that would be unfair to United's employees and contrary to the underlying principles of deregulation.

The routes involved in today's decision have been served on a temporary basis by several carriers, including United, since Pan Am ceased operations last December.

Comments on the show-cause order are due in 10 days, with answers to comments due five days later.

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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
Wednesday, May 27, 1992

DOT 41-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## DOT EXTENDS COMPUTER RESERVATION SYSTEM RULES

The Department of Transportation today extended the current rules governing airline computer reservation systems (CRS) until Dec. 11, 1992 while it decides whether and how to modify them.

In March 1991, the department proposed revised CRS rules designed to enhance competition in the CRS and airline industries. The existing rules, which were originally set to expire on Dec. 31, 1990, have been extended to keep them in force until the rulemaking is completed. Prior to today's action, the rules were scheduled to expire on May 31.

The department noted that the CRS rulemaking was covered by the president's 90-day moratorium, later extended by an additional 120 days, during which all federal agencies conducted a review of their regulations. Under the moratorium, the department deferred work on most pending rulemakings in order to review existing regulations for their impact on the economy. For this reason, and because of the complexity of the issues involved, the rulemaking could not be completed by May 31.

The CRS rules originally were adopted in 1984 to prevent competitive abuses in the airline industry by CRS vendors. Among their provisions are requirements that flight schedule information be organized in an objective and unbiased manner, that participation in a CRS be open to all carriers on a nondiscriminatory basis, and that the length of subscriber contracts be limited to not more than five years.

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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
Wednesday, June 3, 1992

DOT 43-92
Contact: Sam Vass
Tel.: (202)366-2009

## DOT'S INSPECTOR GENERAL SEMIANNUAL REPORT SHOWS RECOMMENDED SAVINGS OF $786 MILLION

A semiannual report of the Department of Transportation's Office of Inspector General (OIG) shows recommended savings totaling $786 million, management commitments to save $275.8 million, and fines, restitutions, recoveries and cost avoidances totaling $2.1 million.

The six-month report for the period ending March 31, 1992, shows that the OIG issued or processed 897 audit reports. These reports recommended savings totaling $786 million, which includes $721.7 million of funds to be put to better use, identified unsupported costs of $22.4 million, and questioned costs of $41.7 million. The OIG also made policy and procedural recommendations on improving the department's operations.

Based on audit reports issued during this and prior periods, department managers made decisions to recover questioned costs totaling $16.6 million and to use resources valued at $259.2 million more effectively for projected savings of $275.8 million.

Investigations completed by the OIG resulted in 58 indictments; 52 convictions; and $2.1 million in fines, court-ordered restitutions, administrative recoveries and cost avoidances.

The report shows the OIG has completed successful investigations involving substandard/unauthorized and counterfeit parts and materials used in the aviation, highway, and mass transit industries, that have surfaced in major DOT operating administrations and regions across the country. A national coordinator for the parts investigations has been named to facilitate departmental investigative activities and to work closely with other federal law enforcement agencies on this critical issue.

The report also shows that the office of the Assistant Inspector General for Inspections and Evaluations has been established to perform inspections and evaluations of departmental programs and operations that fall outside the purview of the traditional audit and investigative program activities.

# # # # #

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Thursday, June 4, 1992

DOT 44-92
Contact: Bill Mosley
Tel.: (202) 366-5571

## AIRLINES POST BEST BAGGAGE HANDLING MARK, SECOND BEST ON-TIME RECORD IN APRIL

The nation's largest airlines posted their best mark in April for baggage handling and second best for on-time arrivals since the Department of Transportation began collecting such data 4 1/2 years ago.

The department's monthly Air Travel Consumer Report shows an April mishandled baggage rate of 3.94 per 1,000 passengers for the 10 largest U.S. carriers. Previously, the best baggage handling performance was the record of 4.34 reached last September.

April's on-time performance mark for the 10 largest carriers was 86.6 percent, topped only by the 87.9 record also set last September. In compiling the data, flight delays caused by mechanical problems are not counted.

The department received 593 complaints from consumers in April about airline service, up from March's total of 525 but well below the 698 received in April 1991.

U.S. carriers registered 0.95 involuntary denied boardings per 10,000 passengers in the first three months of 1992, identical to the rate for the last quarter of 1991 but down from the 1.29 mark for the January through March period of last year.

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The department 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 printout are available from DOT's Volpe National Transportation Systems Center, Kendall Square, Cambridge, Mass.

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# News:

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

FOR IMMEDIATE RELEASE
Friday, June 5, 1992

DOT 45-92
Contact: Chuck Kline
Tel.: (202) 366-2928
Kathy Fiorillo
(202) 366-2931

## DOT ANNOUNCES FINAL ENVIRONMENTAL IMPACT STATEMENT ON REENTRY LAUNCH VEHICLES

A final Environmental Impact Statement (EIS) for commercial reentry vehicles was issued today by the Department of Transportation's Office of Commercial Space Transportation (OCST).

The EIS study, announced today in the Federal Register, addresses potential environmental impacts expected to occur as a direct result of the planned reentry of commercial launch vehicles from space. The EIS, filed with the Environmental Protection Agency on May 29, will be used by OCST in the review of future reentry vehicle launch license applications.

Most unmanned launches involve "expendable" vehicles that deploy the payload -- a satellite, for example -- and then either remain in orbit or disintegrate upon return to the Earth's atmosphere. Reentry vehicles, however, can return to Earth intact upon command and be used for future missions. An example is the planned Commercial Experiment Transporter (COMET) program, sponsored by NASA's Centers for the Commercial Development of Space. The planned reentry vehicle is seen as an efficient and inexpensive means to transport and retrieve small payloads, such as microgravity experiments.

"Protecting public health and the safety of property through the regulatory process is the top priority of our office," said Stephanie E. Myers, director of OCST. "This mandate is especially critical when new vehicles, payloads or launch procedures are proposed in the commercial launch industry."

Interested parties may obtain a copy of the EIS by contacting the Office of Commercial Space Transportation, 400 Seventh St., S.W., Room 5402, Washington, D.C. 20590, Attention: Licensing and Safety Division, (202) 366-2929.

# # # #

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
June 11, 1992

DOT 47-92

Contact: Dennis E. Deuschl
Tel: (202) 366-0110
or
Kevin P. O'Malley
(202) 366-9816

**SEAWAY CORPORATION, U.S. COAST GUARD AGREE ON NEW JOINT SAFETY INSPECTIONS FOR FOREIGN VESSELS ON SEAWAY**

Foreign-flagged vessels entering the St. Lawrence Seaway are now being screened under a new, abbreviated inspection program for compliance with U.S. safety and environmental protection laws with only minimal disruption to vessel traffic. The inspections are the result of a cooperative agreement signed recently by the Saint Lawrence Seaway Development Corporation and the U.S. Coast Guard.

The new joint screening program was established by the two agencies of the U.S. Department of Transportation to promote maritime safety and protect the environment while fostering maritime commerce, said Stanford E. Parris, administrator of the Seaway Corporation.

Parris added, "Overall, this agreement is a no-lose proposition that makes good business sense. It enhances Seaway ship safety, protects the Great Lakes ecology and insures an expeditious ship screening process that preserves the Seaway's competitive position."

Under the new agreement, signed May 12, 1992, Seaway Corporation and Coast Guard inspectors are boarding foreign-flagged vessels in Massena, N.Y., at the U.S. Snell Lock and conducting their condensed inspections as the vessels travel westbound to the U.S. Eisenhower Lock, three miles upriver. The inspections are conducted under the Coast Guard's safety regulations and standards for vessels entering U.S. waters.

- more -

Vessel screenings in Massena serve as the initial phase to the Coast Guard's full safety inspection of foreign-flagged vessels at its first U.S. port of call. Results of the inspections in Massena are entered into the Coast Guard's nationwide computer system so that those items are not reexamined during the full safety inspection.

To further expedite the process, the Seaway Corporation has assigned five of its employees to work cooperatively with the Coast Guard in its inspection program. Coast Guard inspectors are from the Marine Safety Detachment unit in Massena.

Ship operators are being advised by the two agencies to undergo inspections if their vessels have not been inspected the previous year or if the vessel has had a history of safety deficiencies.

The application of the program is an outgrowth of three months of discussions between the two agencies, which took place as a result of the Great Lakes maritime industry's concerns over possible ship delays due to the inspection process.

Safety items being checked during the abbreviated inspections in Massena include vessel construction and standard safety equipment, radio telecommunications, certificates of financial responsibility, and navigational charts and logs.

In addition to checking safety and prevention items, the U.S. Coast Guard is educating the crews of the inspected vessels about zebra mussels and the Non-Indigenous Aquatic Nuisance Prevention and Control Act of 1990 which calls for foreign-flagged vessels to discharge their ballast water into the Atlantic Ocean before entering U.S. waters. Voluntary guidelines under this Act were issued jointly in April 1991 by the U.S. and Canadian Coast Guards and joint regulations are expected to be issued by these organizations in November.

# # #

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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
June 17, 1992

DOT 49 -92
Contact: Bob Marx
Tel.: (202) 366-5580
Contact: John Swank
Tel.: (202) 366-5807

## CARD URGES ACTION TO SAVE AMERICA'S MERCHANT MARINE

Secretary of Transportation Andrew H. Card Jr. today outlined a program of bold action to save America's merchant marine. Without action, he said, the U.S. foreign-trade merchant fleet could be virtually extinct by the year 2000.

Card unveiled the administration's new comprehensive maritime policy, which emphasizes deregulation and increasing the efficiency of the U.S. industry. The policy has as its centerpiece a new system of contingency retainer payments to U.S.-flag ship operators. Its purpose is to ensure that ships will be available to meet national security requirements while also maintaining an American presence in international commercial shipping.

Ship operators receiving the payments will be required to keep ships sailing under the American flag and make them available during war or national emergency.

The program contains other legislative, regulatory, and administrative initiatives designed to help U.S.-flag ship operators and American shipbuilders compete more effectively in the world marketplace.

"Today, America's merchant marine is in a state of decline," Card said in testimony before the U.S. Senate's Subcommittee on the Merchant Marine.

America was once the world's leading maritime nation, but today's privately owned U.S.-flag merchant fleet is the 16th

- more -

largest, with only 393 seagoing ships, of which 167 are liner-type vessels. With no policy changes, the fleet will shrink to 117 ships by the end of the century, forecasts indicate. Almost none of those would be liner vessels serving America's foreign trades, Card said.

President Bush ordered a vigorous examination of maritime programs and policies two months ago. He asked Card to chair a Working Group on Commercial Maritime Policy, which included the heads of 17 departments and agencies. Its purpose was to advise the president on what is needed to meet the requirements of national security sealift capacity while sustaining a viable commercial presence.

"As the result of this effort, the administration will propose legislation and take regulatory and administrative actions that will set a new course for America's merchant marine, one that will enhance its competitiveness and improve its viability into the 21st century," Card said. "Our efforts have been guided by the president's desire to deregulate the industry and to increase its productivity and international competitiveness."

Card noted the program of contingency retainer payments to ship operators was needed because the other initiatives and reforms could not overcome the cost advantages of operating ships under foreign flags. Lower foreign wages and foreign subsidies contribute to the problem, he said.

To counter the prospect of a significantly diminished U.S. liner presence in the foreign trade, up to 74 liner ships could receive the payments over a seven-year period beginning in 1994, Card said. The payment would be $2.5 million per ship for each of the first two years, and phase down to $1.6 million per ship in the final year.

The program would differ significantly from the current operating-differential subsidy (ODS) program, which will be allowed to expire. The new program will not be encumbered by the operating restrictions that are applied to the ODS program. For example, operators would be able to acquire vessels worldwide, operate them anywhere in the foreign trade and in conjunction with foreign-flag feeder vessels. Operators will be free to compete efficiently and flexibly for international cargoes.

Card outlined 15 additional key proposals in his testimony.

They include helping U.S.-flag operators obtain modern ships by broadening the use of an existing tax-deferral program which helps in the accumulation of funds for ship construction, and by supporting the use of the federal ship financing fund to help finance the building of ships in American yards.

- more -

The administration also wants to reduce, then eliminate, the 50 percent duty operators must pay when they use foreign shipyards for repairs.

To help American shipyards, the administration will try to eliminate, through bilateral negotiations, subsidies foreign governments pay to their shipyards. Methods of disciplining countries that subsidize their shipyards also are being explored, including an expedited section 301 action and a GATT action under the subsidies code.

Steps are being taken to prevent foreign shipyards that receive excessive subsidies from benefiting from U.S. maritime programs, Card said. The administration also will initiate a research and development program and an export promotion program for shipyards.

Other proposals seek to encourage investment in U.S.-flag ships by relaxing citizen ownership requirements and regulations affecting the changing of registries.

In his testimony, Card expressed the administration's support for the integrity of the Jones Act, which requires the use of vessels built in the United States, owned by American citizens, and operated under the American flag to carry the nation's domestic waterborne commerce. He also supported continued enforcement of current cargo preference laws.

Emphasizing the need for action, Card said Operations Desert Shield and Desert Storm demonstrated the importance of reliable sealift to meet national security requirements. Of the total cargoes needed for the Persian Gulf operations, 95 percent went by sea. Over 80 percent of the dry cargo was carried on U.S.-flag ships. The Department of Defense used not only dedicated vessels, but also U.S.-flag vessels operating in "normal" commercial service.

# # # # #

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Monday, June 22, 1992

DOT 50-92
Contact: Bob Marx
Tel.: (202) 366-5580

## ARTHUR ROTHKOPF NEW DEPUTY SECRETARY AT DOT

Secretary of Transportation Andrew H. Card Jr. today announced that Arthur J. Rothkopf was sworn in last Friday as the Department of Transportation's Deputy Secretary. Rothkopf, who has served as the department's General Counsel since October 1991, was nominated for the promotion to Deputy by President Bush on May 5 and confirmed by the Senate on June 9.

"Arthur is an effective manager who has a keen undertanding of the issues facing the Department of Transportation," said Secretary Card. "I am delighted to have this talented colleague at my side as deputy secretary."

In his new position, Rothkopf will be the equivalent of a chief operating officer of a 106,000-employee organization with a $34 billion budget. He will provide program and policy guidance on all aspects of the department's operations.

As General Counsel for the department, Rothkopf held the third-ranking position at DOT. He was instrumental in the expeditious implementation of President Bush's 90-day moratorium on rulemaking and in overseeing the regulatory review process at the department.

Prior to accepting the General Counsel position, Rothkopf was a senior partner in the Washington, D.C. law firm of Hogan & Hartson. In that position, he served on the management committee for 12 years and headed up the firm's international practice group. He had been with Hogan & Hartson since 1967.

- more -

From 1963 until 1966, Rothkopf was an associate tax legislative counsel at the U.S. Treasury Department. Before that, from 1960-1963, he worked as a supervisory attorney at the Securities and Exchange Commission, and from 1958-1960, he was a staff attorney at the U.S. Treasury Department in New York.

Rothkopf was a trustee at Lafayette College in Easton, Pa. from 1978 through 1991, and served as chairman of its Educational Policy Committee.

He received his B.A. (Phi Beta Kappa, cum laude) from Lafayette College in 1955, and his LL.B from Harvard Law School in 1958.

Rothkopf, a native of New York, is married, has two children and resides in Washington, D.C.

# # # # #

**U.S. Department of Transportation**

Office of the Secretary of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

# News:

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

FOR IMMEDIATE RELEASE
Tuesday, June 23, 1992

DOT 52-92
Contact: Bob Marx
Tel.: (202) 366-5580

## SECRETARY CARD LETS CITIES SPEND FEDERAL DOLLARS FASTER

U.S. Secretary of Transportation Andrew H. Card Jr. today announced a new policy that will speed the flow of federal transit aid into the national economy.

"At a time when our economy is starting to show signs of recovering, we have found a creative way to accelerate spending in our urban areas," Card said. "This new policy will make it possible to provide more federal money, put it to work faster, create more jobs and improve transit in our cities."

The department's Federal Transit Administration (FTA) will provide more than $3 billion this year in grant assistance for urban mass transportation. Until now, funds for capital projects could only be spent in conjunction with the parallel expenditure of required non-federal matching funds.

Under the new policy, cities as well as rural communities, with the approval of FTA, will be able to spend the entire federal portion of their capital grants before they are required to spend their own money. Local matching funds will be required to pay for the last 20 percent of any project under this new procedure, thereby making it possible to accelerate urban infrastructure investment.

"For example," Secretary Card said, "whether a city needs new buses, or plans to construct a light rail system, it can begin the project immediately using only federal money and not have to wait until it has its local share in hand."

The new initiative is part of President Bush's pledge to make the federal government as responsive as it possibly can be to the needs of America's urban centers.

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U.S. Department of Transportation

# News:

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

## ARTHUR J. ROTHKOPF
## UNITED STATES
## DEPUTY SECRETARY OF TRANSPORTATION

Arthur J. Rothkopf was nominated by President Bush as Deputy Secretary of Transportation on May 5, 1992 and confirmed by the Senate on June 9.

Deputy Secretary Rothkopf is the second in command of an organization with more than 100,000 employees and a $34 billion budget, which is responsible for programs dealing with surface, sea and air transportation. He provides program and policy guidance on all aspects of the department's operations.

Before assuming his current post on June 19, Rothkopf served as General Counsel for the department -- the third ranking position at DOT. He was instrumental in the expeditious implementation of President Bush's 90-day moratorium on rulemaking and in overseeing the regulatory review process at the department.

Prior to accepting the General Counsel position in October 1991, Rothkopf was a senior partner in the Washington, D.C. law firm of Hogan & Hartson. In that position, he served on the management committee for 12 years and headed up the firm's international practice group. He joined Hogan & Hartson in 1967.

From 1963 until 1966, Rothkopf was an associate tax legislative counsel at the U.S. Treasury Department. Before that, from 1960-1963, he worked as a supervisory attorney at the Securities and Exchange Commission.

Rothkopf was a trustee at Lafayette College in Easton, Pa. from 1978 through 1991, and served as chairman of its Educational Policy Committee.

He received his B.A. (Phi Beta Kappa, cum laude) from Lafayette in 1955, and his LL.B from Harvard Law School in 1958.

Deputy Secretary Rothkopf, a native of New York, is married, has two children and resides in Washington, D.C.

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