



**U.S. Department of  
Transportation**

# News:

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

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FOR IMMEDIATE RELEASE  
Thursday, July 2, 1992

DOT 54-92  
Contact: Elaine Matrigali  
Tel.: (202) 366-5571

## MARTINEZ APPOINTED OFFICE OF INTERMODALISM DIRECTOR AT DOT

Secretary of Transportation Andrew H. Card Jr. today announced he will appoint Dr. Robert E. Martinez as the director of the department's new office of intermodalism. Martinez has been serving as deputy administrator of the Department of Transportation's Maritime Administration. At the same time, President Bush announced his intention to nominate Martinez as associate deputy secretary of transportation.

"Rob Martinez brings terrific experience and ability to this crucial new position," Secretary Card said. "He will be an integral part of my top management team."

Martinez has been deputy administrator of the Maritime Administration since April 1990. He also served as one of three members of the Maritime Subsidy Board.

As the first director of intermodalism, Martinez will be responsible for coordinating the federal intermodal transportation policy and initiating policies to promote efficient intermodal transportation.

The Office of Intermodalism is being established as a result of language in the Intermodal Surface Transportation Efficiency Act of 1991, which calls for the development of a national intermodal transportation system within the Department of Transportation. It will help develop transportation data that will assist in planning for the future, and will also be used to help develop marketing strategies.

The office will conduct and share research and development in new systems and administer seed grants to the states to develop "model" intermodal plans and projects, and will seek out and break down unnecessary regulatory barriers that stand in the way of an intermodal system.

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Prior to joining the Maritime Administration, Martinez served as assistant executive director of The Business Roundtable, an association of 200 chief executive officers of major companies that follows public policy issues, including trade and investment, the federal budget, taxes and health care.

Martinez was an associate consultant with Multinational Strategies, Inc. of New York, and has served with the office of International Organizations and Technical Assistance of the U.S. Department of Labor.

He is a graduate of Columbia University and holds a degree in international relations and a doctorate in political science from Yale University.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Wednesday, July 8, 1992

DOT 55-92

Contact: Bill Mosley

Tel.: (202) 366-5582

AIRLINES POST GOOD SERVICE  
RECORDS IN MAY, DOT SAYS

U.S. airlines posted good records for on-time performance and baggage handling in May while fewer consumers complained about the carriers' service, according to the Department of Transportation's Air Travel Consumer Report.

The nation's 10 largest airlines compiled an on-time arrival record of 86.6 percent, equal to April 1992's mark and exceeded only by the 87.9 percent record of September 1991. In compiling the data, flight delays caused by mechanical problems are not counted.

These airlines also received 4.03 reports of mishandled baggage per 1,000 passengers in May, a mark bettered only by the previous month's record of 3.94. DOT began publishing on-time and baggage mishandling data in September 1987.

The department received 492 complaints about airline service in May, an 18 percent decline from the 593 complaints filed in April 1992 and 586 in May 1991.

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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. This 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 02142.

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U.S. Department  
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**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

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DOT 515





U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, July 9, 1992

DOT 57-92  
Contact: Elaine Matrigali  
Tel.: (202) 366-5571

## MARION BLAKEY APPOINTED ACTING ADMINISTRATOR OF NHTSA

Secretary of Transportation Andrew H. Card Jr. today appointed Marion C. Blakey as acting administrator of the department's National Highway Traffic Safety Administration (NHTSA).

"Promoting safety on America's highways is a critical job," Secretary Card said. "Marion's vision, extensive government experience and substantial management ability make her the ideal person to lead the department's crusade for safety."

Blakey will serve as the nation's leading highway safety official, responsible for accomplishing NHTSA's primary mission of reducing deaths, injuries and economic losses from motor vehicle crashes.

For the last two years Blakey served as assistant secretary for public affairs, and was responsible for media relations and public information activities throughout the Department of Transportation.

She also managed the department's industry affairs and public liaison office charged with ensuring that the concerns of the private sector, public interest groups and transportation industries are considered in the policy-making process.

From 1989 until she arrived at DOT, Blakey was director of public affairs and press secretary at the U.S. Department of Commerce. There, she managed a public affairs operation designed to focus attention on opportunities and issues for the U.S. business community in the areas of international trade and investment. She also supervised the consumer affairs office, handling requests for information and complaints concerning U.S. businesses.

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Blakey held positions at the White House from 1987 to 1989. Initially she was special assistant to the president and director of public affairs, and then deputy assistant to the president for public affairs and communications planning. As deputy assistant, she managed White House public affairs liaison, developed communications strategies to explain and advocate the president's policies and initiatives and published a monthly economic bulletin.

Blakey was director of public affairs and special assistant to the secretary at the U.S. Department of Education from 1985 to 1987. From 1970 until 1984, she held several positions at the National Endowment for the Humanities, among them, director of public affairs, assistant director, Division of Special Programs, and director of Youth Programs.

She received her B.A. with honors in international studies from Mary Washington College of the University of Virginia in 1970. Blakey also attended Johns Hopkins University, School of Advanced International Studies, for graduate work in Middle East affairs.

She is a former member of the Commission on Presidential Scholars, a current member of the Women's Advisory Council, Miss America Organization, and has served as a judge for television and radio awards for the Corporation for Public Broadcasting.

Blakey resides in Washington, D.C., with her husband and daughter.

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# News:

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

FOR IMMEDIATE RELEASE

Monday, July 13, 1992

DOT 59-92

Contact: (FHWA) Tom Jasien

Tel.: (202) 366-0660

Contact: (FTA) Richard Centner

Tel.: (202) 366-4043

DOT TO FUND VEHICLE  
EMISSIONS PROGRAMS

States will be eligible to use federal funding for programs to reduce auto emissions, the Department of Transportation announced today.

Deputy Transportation Secretary Arthur J. Rothkopf said funding from the agency's Congestion Mitigation and Air Quality Improvement Program (CMAQ) could be used to support enhanced state motor vehicle inspection and maintenance (I/M) programs. Rothkopf spoke at a press conference with William K. Reilly, administrator of the Environmental Protection Agency (EPA), who announced a proposed rule to govern these programs.

"DOT supports EPA's efforts to reduce air pollution through stronger vehicle inspection and maintenance programs," Rothkopf said, "and we are pleased to be able to help states put these programs into effect. Equally important, these programs will serve our mobility objectives. They will make it easier for transportation agencies to comply with Clean Air Act requirements in the planning and construction of new highways and transit facilities."

Rothkopf said EPA's analysis indicates that these programs can cut vehicle emissions in the nation's most polluted cities by 28 percent.

The CMAQ program was created as part of the Intermodal Surface Transportation Efficiency Act of 1991. It allocates \$6 billion to states over six years to fund transportation programs which will help communities reduce congestion and meet national air quality standards, such as high occupancy vehicle lanes, carpool and vanpool programs and mass transit capital expenses.

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As a result of today's action, states may use the funds for such activities as construction of inspection and maintenance facilities, purchase of equipment for such stations, and start-up costs for programs that train mechanics in the effective use of I/M diagnostic equipment.

DOT and EPA have recently emphasized the need for a coordinated approach to the nation's air quality and transportation needs. Secretary of Transportation Andrew H. Card Jr. and Reilly recently sent a joint letter to the governors of all the states urging them to coordinate transportation and air quality planning at the state and metropolitan levels.

The CMAQ program is jointly administered by the department's Federal Highway Administration and Federal Transit Administration in conjunction with EPA. These agencies will issue detailed guidance on the CMAQ program by Aug. 1.

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# News:

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

FOR IMMEDIATE RELEASE  
Monday, July 20, 1992

DOT 60-92  
Contact: Patty Fogarty  
Tel.: (202) 366-5564

## DOT FUNDS AVAILABLE FOR WETLANDS RESTORATION

NEW HAVEN -- The state of Connecticut will be eligible to use federal transportation funds to restore salt marsh wetlands along the state's shoreline, the U.S. Department of Transportation announced today.

Deputy Transportation Secretary Arthur J. Rothkopf said the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) provides broad discretion for state and local governments to fund a wide variety of activities -- including many beneficial to the environment such as mitigation of damage to ecosystems.

Rothkopf made the announcement at a Union Station event launching *Coastal America's* Connecticut Salt Marshes Restoration Project. The DOT is one of 10 federal partners working together as part of the *Coastal America* project, a new administration initiative designed to foster interagency/intergovernmental/private sector partnerships to protect and enhance the nation's coastal wetlands areas. The goal is to develop and carry out a limited number of projects that are innovative and that might serve as models for similar undertakings.

"The commitment to provide transportation systems and services that are compatible with the environment comprises one of the major components of the administration's transportation policy," Rothkopf said, ". . . It is our hope that this enterprising Connecticut initiative will serve as a model for states throughout the country in using DOT money for wetland projects."

ISTEA provides that federal-aid highway funds may be used by states for wetland mitigation efforts related to transportation projects, including mitigation banking, wetland conservation planning, and other efforts to conserve, restore, enhance and create wetlands.

- more -

ISTEA also requires that some \$2.8 billion be used over the next 6 years for transportation enhancement activities, including environmental programs.

Other federal partners in *Coastal America* include the Environmental Protection Agency, the Council on Environmental Quality, the Department of Commerce, the Department of the Interior, the Corps of Engineers, as well as the Navy, the Air Force, the Department of Housing and Urban Development and the Department of Agriculture.

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# News:

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

FOR IMMEDIATE RELEASE  
Monday, July 20, 1992

DOT 61-92  
Contact: Elaine Matrigali  
Tel.: (202) 366-5571

## DOT SENDS NEW MARITIME LEGISLATION TO CONGRESS

The Department of Transportation today transmitted legislation to Congress that would carry out the administration's new comprehensive maritime policy.

Transportation Secretary Andrew H. Card Jr. said, "Without action, the very existence of the U.S.-flag merchant fleet is in jeopardy. The administration's maritime program is both bold and realistic."

A White House Policy Coordinating Group on Commercial Maritime Policy, chaired by the secretary and composed of the heads of 17 departments and agencies, formulated the policy, which emphasizes deregulation and increased efficiency in the U.S. industry.

The legislation sent to Congress -- the "Maritime Reform Act of 1992" -- is intended to allow U.S.-flag ship operators and American shipbuilders to compete in the world market place on a more level playing field.

The legislation encourages the establishment of a fleet of active, militarily useful, privately owned vessels to meet Department of Defense and other national security needs, and to maintain an American presence in international commercial shipping. The fleet would be called the Contingency Retainer Fleet (CRF).

The new policy, reflected in the legislation, would provide contingency retainer payments to U.S.-flag ship operators. To be eligible to participate in this program, an operator would be required to keep the vessel in active commerce under the U.S. flag, commit to improving its productivity and operating efficiency, and make it available in times of national emergency. The program will extend over a fixed seven-year period with payments for up to 74 vessels. Payments will start at \$2.5 million per ship for the first two years and phase down to \$1.6 million per ship the final year.

Under the legislation, the 50 percent duty operators must pay when they use foreign shipyards for routine repairs would be reduced and then eliminated in FY 1995. In addition, the eligible uses of existing tax deferral programs designed to assist U.S.-flag operators in amassing the capital needed to acquire vessels would be broadened. The administration will seek to eliminate, through bilateral and multilateral negotiations, and unilateral action if necessary, subsidies that foreign governments pay their shipyards.

The reform package calls for a research and development program and an export promotion program for shipyards. Other proposals include relaxing in part citizen ownership requirements that should attract more foreign investment and make it easier for ship operators in the foreign trades to enter into joint ventures with foreign companies, and rules governing the transfer of vessels no longer militarily useful from a U.S. citizen to a non-citizen. However, the ownership requirements for vessels engaged in the coastwise trades remain intact.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, July 23, 1992

DOT 62-92  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

CARD ANNOUNCES APPROVAL  
OF PFCs AT N.Y. AREA

The Port Authority of New York and New Jersey can collect \$282 million in passenger fees to help finance construction of airport improvements at three New York area airports, Secretary of Transportation Andrew H. Card Jr. announced today.

The secretary said the Federal Aviation Administration (FAA) has given the Port Authority approval to begin collecting passenger facility charges (PFCs) consisting of \$3 from each passenger departing from the three airports on Oct. 1, 1992. The approval expires Aug. 1, 1995.

"This is a good and responsible PFC application that will improve access to vital New York and New Jersey airports," said Secretary Card. "The Port Authority has worked closely with the Department of Transportation to secure funding for these important projects."

A portion of the revenue, \$21 million, will be used to finance feasibility studies of off-airport automated surface transportation systems for the authority's three airports, LaGuardia, Newark and John F Kennedy. The studies will look at systems that could tie into the airport people movers and improve access to the airports.

The balance of the revenues from the PFCs -- \$261 million -- will be used to build roadway overpasses at LaGuardia and Newark and on-airport automated people mover systems at Newark and Kennedy.

The overpasses are expected to improve traffic flow and reduce backups at LaGuardia and Newark. The people mover systems -- automated cars running on rail lines -- will provide passengers with quick and convenient access to the terminals and the parking areas at Newark and Kennedy.

- more -

In connection with the planning studies, the Port Authority will work with city and state transportation and planning agencies to complete:

- o A market analysis of potential ridership.
- o A cost benefit, economic impact and risk analysis.
- o An environmental impact analysis for the off-airport projects.

The Port Authority has withdrawn its application for approval of PFC funds to build the off-airport surface transportation systems until all the required study and planning work has been completed.

The FAA said an estimated 200 airports are expected to participate in the PFC program by the end of 1993.

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# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, August 5, 1992

DOT 66-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT DEFINES "OPEN SKIES"

The Department of Transportation today established a definition of "open skies" to use in negotiating new, more liberal aviation agreements with European countries, Secretary Andrew H. Card Jr. announced.

The department arrived at the 11-point definition after seeking and receiving public comments on what an open skies agreement should contain.

"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," Secretary Card said. "These agreements will move us closer to a truly open environment for international aviation which will provide genuine and lasting benefits for the communities, travelers, shippers and airlines involved."

Card added that the department's open skies efforts are presently focused on Europe because that continent is already moving toward the free flow of passengers and goods. However, he said, the administration hopes that other regions of the world will soon be ready to join the United States in similar talks.

According to the department's definition, an open skies agreement consists of the following:

- o Open entry on all routes.

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- o Unrestricted capacity and frequency on all routes.
- o The right to operate between any point in the U.S. and any point in the European country without restriction, including service to intermediate and beyond points, and the right to transfer passengers to an unlimited number of smaller aircraft at the international gateway.
- o Flexibility in setting fares.
- o Liberal charter arrangements.
- o Liberal cargo arrangements.
- o The ability of carriers to convert earnings into hard currency and return those earnings to their homelands promptly and without restriction.
- o Open code-sharing opportunities.
- o The right of a carrier to perform its own ground handling in the other country.
- o The ability of carriers to freely enter into commercial transactions related to their flight operations.
- o A commitment for nondiscriminatory operation of and access to computer reservation systems.

The department chose not to incorporate into the definition provisions on foreign ownership and control of U.S. carriers, or on the right to operate domestic service in the other country (cabotage). The department noted that some of these matters would require legislative action and were outside the scope of the proceeding to define open skies. Certain other matters were best addressed on a case-by-case basis, DOT said.

The department received 45 comments on the definition of open skies from U.S. and foreign airlines, airport authorities and cities, carrier associations, other organizations and private individuals.

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# News:

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

FOR RELEASE WEDNESDAY  
August 5, 1992

DOT 67-92  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## SWISSAIR CAN FLY BETWEEN ZURICH AND WASHINGTON, D.C., DOT SAYS

Swissair has received authority to provide service between Zurich and Washington, D.C., the Department of Transportation announced.

In an order issued today, DOT approved the Swiss airline's request under its Cities Program which permits foreign carriers to expand service to more U.S. cities.

Initially, Swissair plans to provide single-plane service between Zurich and Washington, D.C., with one stop in Boston, four days a week starting about Sept. 1, 1992. When traffic increases enough to make it economically feasible, Swissair plans to provide nonstop service between Zurich and Washington. DOT authorized the airline to provide the service for one year.

DOT found that Swissair meets the criteria under the Cities Program, as in 1990 when it approved the airline's request to provide service between Zurich and Philadelphia. No U.S. or foreign carrier is currently providing nonstop or one-stop, single-plane service between Washington and Zurich. The current U.S.-Switzerland aviation agreement provides for open and unrestricted capacity, with U.S. rights to operate from any point in this country to any point in Switzerland.

Since 1990, these other airlines have received authority under the Cities Program: KLM to provide service between Detroit and Amsterdam, Baltimore and Amsterdam, and Minneapolis/St. Paul and Amsterdam; LADECO, the Chilean airline, to operate service between Washington, D.C., and Santiago; and Lufthansa to serve Charlotte, N.C.-Frankfurt, Germany.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, August 6, 1992

DOT 68-92  
Contact: Kevin Towles  
Tel.: (202) 366-5563

DOT ISSUES MONTHLY  
AIR TRAVEL CONSUMER REPORT

The Department of Transportation today issued its monthly Air Travel Consumer Report containing information on airline on-time performance, reports of baggage mishandling and consumer complaints for the month of June.

The 10 largest U.S. airlines compiled an on-time arrival performance of 81 percent, down from May's 86.6 average and the 85.3 percent mark registered in June 1991.

The airlines received 4.52 reports of mishandled baggage per 1,000 passengers in June, an improvement over last June's figure of 5.07, but not as good as the May 1992 mark of 4.03.

The department received 633 complaints from consumers about airline service in June, a 28 percent increase over the 492 complaints in May and up slightly from the 627 in June 1991. Complaints for the first six months of 1992 totaled 3,242, well below the January-June 1991 figure of 4,039.

The department reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. This 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. 02142.

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FOR IMMEDIATE RELEASE  
Monday, August 10, 1992

DOT 70-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## STATES TO RECEIVE ADDITIONAL HIGHWAY FUNDS

Secretary of Transportation Andrew H. Card Jr. said an additional \$368 million in highway funds, which could support more than 22,000 jobs around the country, will be available to the states as a result of legislation recently signed by President Bush.

Card said the states will have to put the funding to use quickly in order to attain the full job-creating potential, or return it so it can be redistributed to states that can put it to use quickly.

The additional \$368 million was made available by changing the funding process for a Brooklyn, N.Y. courthouse included in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

"It is imperative that we get federal transportation money into the pipeline to stimulate the economy, create jobs and make better use of our transportation system to strengthen U.S. competitiveness in the global marketplace," Card said.

The additional funding comes on top of \$15.7 billion in federal-aid highway funds made available at the start of the fiscal year.

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REVISED DISTRIBUTION OF LIMITATION ON  
FEDERAL-AID HIGHWAY PROGRAM OBLIGATIONS

STATE	FY 1992 LIMITATION INCLUDING AGG. REDIST.	DISTRIBUTION OF RESTORED LIMITATION	FY 1992 TOTAL LIMITATION
ALABAMA	240,217,340	6,123,296	246,340,636
ALASKA	202,594,822	5,170,617	207,765,439
ARIZONA	186,392,904	4,698,020	191,090,924
ARKANSAS	139,889,073	3,551,073	143,440,146
CALIFORNIA	1,350,784,252	34,386,206	1,385,170,458
COLORADO	185,287,326	4,711,136	189,998,462
CONNECTICUT	303,461,309	7,791,155	311,252,464
DELAWARE	66,409,301	1,666,329	68,075,630
DIST. OF COL.	91,800,950	2,324,858	94,125,808
FLORIDA	507,318,744	12,922,730	520,241,474
GEORGIA	394,976,430	9,976,711	404,953,141
HAWAII	144,639,093	3,680,663	148,319,756
IDaho	109,361,607	2,794,146	112,155,753
ILLINOIS	491,668,915	12,569,239	504,238,154
INDIANA	270,290,538	6,870,842	277,161,380
IOWA	169,869,596	4,324,000	174,193,596
KANSAS	182,735,622	4,609,867	187,345,489
KENTUCKY	207,821,838	5,335,679	213,157,517
LOUISIANA	225,254,675	5,562,558	230,817,233
MAINE	78,505,880	1,997,975	80,503,855
MARYLAND	281,224,374	7,141,990	288,366,364
MASSACHUSETTS	712,170,017	17,645,505	729,815,522
MICHIGAN	376,180,009	9,564,355	385,744,364
MINNESOTA	234,212,441	5,921,093	240,133,534
MISSISSIPPI	161,250,386	4,076,284	165,326,670
MISSOURI	291,069,364	7,412,135	298,481,499
MONTANA	150,692,895	3,819,920	154,512,815
NEBRASKA	132,188,424	3,358,054	135,546,478
NEVADA	86,240,692	2,190,092	88,430,784
NEW HAMPSHIRE	77,405,981	1,948,283	79,354,264
NEW JERSEY	453,111,181	11,515,002	464,626,183
NEW MEXICO	170,516,441	4,365,034	174,881,475
NEW YORK	765,424,961	19,543,387	784,968,348
NORTH CAROLINA	355,188,616	9,025,590	364,214,206
NORTH DAKOTA	98,469,041	2,512,192	100,981,233
OHIO	480,836,906	12,212,487	493,049,393
OKLAHOMA	191,529,985	4,815,618	196,345,603
OREGON	187,965,621	4,825,884	192,791,505
PENNSYLVANIA	720,480,250	18,271,103	738,751,353
RHODE ISLAND	96,427,493	2,443,114	98,870,607
SOUTH CAROLINA	171,863,021	4,412,462	176,275,483
SOUTH DAKOTA	111,490,029	2,823,683	114,313,712
TENNESSEE	288,012,521	7,394,518	295,407,039
TEXAS	909,115,542	23,047,591	932,163,133
UTAH	123,994,306	3,124,935	127,119,241
VERMONT	72,146,057	1,787,167	73,933,224
VIRGINIA	362,087,414	9,198,731	371,286,145
WASHINGTON	325,276,965	8,211,679	333,488,644
WEST VIRGINIA	148,383,260	3,735,219	152,118,479
WISCONSIN	254,432,078	6,467,243	260,899,321
WYOMING	104,562,505	2,662,566	107,225,071
PUERTO RICO	69,874,641	1,740,965	71,615,606
TOTAL	14,513,103,632	368,280,981	14,881,384,613

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# News:

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

FOR IMMEDIATE RELEASE

Wednesday, August 12, 1992

DOT 71-92

Contact: Bill Mosley

Tel.: (202) 366-5571

NORTH AMERICAN FREE TRADE AGREEMENT  
WILL REMOVE U.S.-MEXICO TRANSPORTATION  
BARRIERS, DOT SECRETARY CARD SAYS

The North American Free Trade Agreement (NAFTA) includes provisions that will remove barriers to land transportation throughout the continent, Secretary of Transportation Andrew H. Card Jr. said today as President Bush announced the terms of the agreement.

"For the first time, U.S. trucks will have competitive access to the annual \$55 billion market in U.S.-Mexico cross-border trade carried by land," Card said. "Current restrictions in Mexico have virtually shut out U.S. trucking companies from that market, and the agreement will open those opportunities to U.S. carriers.

"This is just one of the many new opportunities that will be created for U.S. businesses under the land transportation provisions of the NAFTA," Card added. "Since 85 percent of U.S.-Mexico bilateral trade is carried by land, the overall benefits of this provision will ensure that the increased trade resulting from the agreement can be carried across the border efficiently and competitively."

The motor carrier provisions of NAFTA will be phased in over 10 years. These provisions include:

- o When the NAFTA goes into effect, charter and tour bus operators in both countries will have full access to each other's cross-border markets.

-more-

o Three years after the agreement is signed, U.S. and Mexican truck operators may provide international service to the border states of the other country. Mexico will allow U.S. firms to own up to 49 percent of Mexican bus companies that provide domestic and international service as well as trucking companies that provide international service. Mexican companies will continue to be allowed to hold non-controlling interests in U.S. companies.

o Three years after the agreement goes into effect, U.S. and Mexican companies will be able to provide scheduled cross-border bus service to any part of the other country.

o In six years, trucking companies of both countries may provide cross-border service to any point in the other country. The following year, Mexico will allow U.S. companies to own 51 percent of its bus and truck companies that provide international service, and the United States will allow Mexican bus companies to provide U.S. domestic service.

o In 10 years, Mexico will permit 100 percent U.S. investment in its bus and truck companies that provide international service. The United States will continue its restrictions on domestic cargo shipments by Mexican trucking companies.

The agreement will allow U.S. railroads to market their services in Mexico, use their own locomotives, build and own terminals and finance rail infrastructure. Mexico will continue to have full access to the U.S. rail system.

The NAFTA also liberalizes landside port services. Mexico will immediately allow 100 percent U.S. investment in and operation of port facilities such as cranes, piers, terminals and stevedoring companies for companies that handle their own cargo. The U.S. has no investment or operational restrictions of landside aspects of port service.

Over a period of six years, the NAFTA countries will make compatible their motor carrier and rail safety standards. As always, Canadian and Mexican motor carriers that wish to operate in the United States must use drivers that meet U.S. qualifications and vehicles that meet U.S. safety standards.

The agreement establishes a review process to evaluate the effectiveness of liberalization of land transportation and identify any problems or unanticipated effects. In addition, the NAFTA countries have committed to consult within seven years to determine the possibilities for further liberalization. The United States will use this provision at an appropriate time to seek rights for U.S. trucking companies to carry domestic cargo in Mexico.

Under NAFTA, Canada obtains rights to the Mexican market equivalent to those of the United States.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Thursday, August 13, 1992

DOT 72-92

Contact: Art Jackson

Tel.; (202) 366-2852

DOT ENTERS INTO COOPERATIVE AGREEMENT  
WITH SERVICE CORPS OF RETIRED EXECUTIVES

The Department of Transportation announced today it has moved to increase participation of minority, women-owned and disadvantaged businesses (DBEs) in DOT programs.

The department's Office of Small and Disadvantaged Business Utilization (OSDBU) has entered into a cooperative agreement with the Service Corps of Retired Executives Association (SCORE).

SCORE will publicize DOT programs and services in its newsletter which is distributed nationwide through a network of local chapters, minority business communities, procurement officials and government agencies.

SCORE also will provide technical assistance to DBEs in developing ways to market the availability of their businesses. DBEs requesting the assistance will be referred to one of SCORE's chapters for individual counseling. The chapters operate in over 400 locations nationwide.

"During the next six years, the department will have available over \$18 billion for small and disadvantaged businesses. The Intermodal Surface Transportation Efficiency Act (ISTEA) alone will provide as much as \$15 billion for DBEs," Secretary of Transportation Andrew H. Card Jr. said. "Many jobs will be created while the nation's infrastructure is being rebuilt and DBEs will be counted on to make significant contributions to that effort. The opportunities will be there and SCORE will provide a vital communication and business assistance link between DOT and the DBE community."

For additional information, contact DOT's OSDBU at 1-800-532-1169 or at 202-366-2852.

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U.S. Department of  
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# News:

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

**FOR IMMEDIATE RELEASE**

Wednesday, August 19, 1992

DOT 73-92

Contact: Dennis E. Deuschl  
Tel: 202-366-0110

or

Kevin P. O'Malley  
202-366-9816

**SEAWAY CORPORATION DEMONSTRATES NEW VESSEL  
TRAFFIC SAFETY TECHNOLOGIES IN MASSENA, N.Y.**

MASSENA, N.Y. -- The Saint Lawrence Seaway Development Corporation today demonstrated the latest technological advances in operation at the Corporation's Eisenhower Lock.

The advances include a new weather display system and the Seaway's vessel and buoy tracking application of the Global Positioning System, an existing network of U.S. military satellites recently made available for non-military purposes.

Seaway Administrator Stanford E. Parris stressed the importance of the new technologies and their impact on the efficiency and safety of shipping on the St. Lawrence River.

"Our use of the Global Positioning System (GPS) and the new weather display system are just two ways we are helping the shippers of the Seaway," Parris said. "These technological advances will give the Seaway's vessel traffic controllers easier access to vessel locations and the latest weather conditions along the river. Safety is our top priority and these technologies will ensure a safe and reliable waterway for all shippers well into the next century."

GPS is a highly accurate, space based radionavigation system developed by the U.S. Department of Defense. The system is comprised of a constellation of satellites which cover all points on the globe. Receivers on the ground use these satellites as precise reference points to measure their position.

By measuring the travel time of a signal transmitted from each satellite, a receiver on the ground can calculate its distance from that satellite to within meters. When recording signals from at least four satellites, a GPS receiver can accurately determine latitude, longitude, altitude and precise time.

The Seaway Corporation is planning to incorporate GPS technology into a number of its operational projects over the next few years, including vessel tracking, buoy positioning, ship navigation, sweeping and dredging support, and structural surveying.

Seaway engineers plan to utilize GPS as early as this winter during their collection of floating navigation aids on the St. Lawrence River at the end of the shipping season. The Corporation maintains approximately 100 floating aids and 100 fixed aids.

The new weather display system that is now operational gives vessel traffic controllers up-to-the-minute information for any area of the Great Lakes Seaway System. The weather information is displayed on personal computers at the Seaway Corporation's Vessel Traffic Control Center in Massena. The new system is made up of new weather stations along the St. Lawrence River and linkage to weather information databases covering the Great Lakes area.

Three new Coastal-Marine Automated Network (C-MAN) weather stations were installed in July at various sites along the American Narrows section of the St. Lawrence River to provide primary data on weather information such as visibility, temperature, humidity, wind speed and direction. The new stations are located at the Thousand Islands Bridge, Alexandria Bay Coast Guard station, and Superior Shoal. The cooperation of the Thousand Islands Bridge Authority and the U.S. Coast Guard were instrumental in the installation of the stations.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Thursday, August 20, 1992

DOT 74-92

Contact: Dennis E. Deuschl

Tel.: (202) 366-0110

or

Shelley B. Laracuente

Tel.: (202) 366-0113

SEAWAY CORPORATION LEADS  
TRADE MISSION TO EUROPE

Representatives of the Great Lakes St. Lawrence Seaway System will participate in the Saint Lawrence Seaway Corporation's 10th trade mission next month seeking new maritime shipping opportunities for the U.S.-Canadian waterway.

The meetings with current and potential customers will take place in Dublin, Ireland, on Sept. 21-22, London on Sept. 22-23, and Hamburg on Sept. 24-25.

In 1985, the Seaway Corporation, an agency within the Department of Transportation, launched its international trade mission program to promote the use of the Seaway System for exporting and importing goods to and from North America. Each spring, a two- to three-week business trip is made to established and potential markets, and in the fall, a mini-mission is sponsored to two or three key markets. All missions receive industry-organized government-approved status from the U.S. Department of Commerce.

"Trade missions are the core of our marketing efforts," said Seaway Administrator Stanford E. Parris, who will lead the delegation of 12 executives of maritime, industrial and agricultural businesses and organizations. "There is power in numbers when it comes to selling the system in key markets where we want to cultivate new business."

Industry statistics indicate a promising potential for increasing trade, especially for coal, between the Seaway System and Ireland, England and Germany.

Dublin, the trade and shipping capital of Ireland, is a new site for the Seaway Trade Mission program, although in the past, mission programs in Liverpool and London have been attended by representatives of the shipping community in Ireland.

The Seaway Corporation sponsors a mission to England every two years because some of its most important shipping contacts are based in the London or Liverpool area. The ports of Hamburg and Bremen/Bremerhaven are among the top 12 users of the Seaway System and are key transshipment ports for cargoes destined to all of Europe. Trade missions were made to London/Liverpool in 1985 and 1989, and to Liverpool in 1992. Hamburg/Bremen were the sites of trade missions in 1985, 1988 and 1990.

"With a variety of U.S. coal mines to the immediate west, south and east of the Great Lakes and St. Lawrence River, and convenient rail systems to the system's ports, the Great Lakes/Seaway System is strategically positioned to handle increased coal shipments to those markets" Parris said.

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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, August 27, 1992

DOT 75-92  
Contact: Roslyn Kaiser  
Tel.: (202) 366-5571

## MARTINEZ APPOINTED ASSOCIATE DEPUTY SECRETARY OF TRANSPORTATION

Dr. Robert E. Martinez, the director of the department's newly established Office of Intermodalism, has been sworn in as associate deputy secretary of transportation.

"I am pleased to have someone as talented as Rob Martinez at my side as associate deputy secretary. He has a clear understanding of the major issues facing DOT and will be a very valuable member of my management team," said Secretary of Transportation Andrew H. Card Jr.

The office also will conduct and share research and development in new systems and administer seed grants to the states to develop model intermodal plans and projects.

Martinez, who was sworn in Aug. 17, has been with the department since April 1990, when he was appointed deputy administrator of the Maritime Administration. He has been the assistant executive director of the Business Roundtable, an associate consultant with Multinational Strategies, Inc. of New York, and has served with the Office of International Organizations and Technical Assistance of the U.S. Department of Labor.

A graduate of Columbia University, Martinez holds a degree in international relations and a doctorate in political science from Yale University.

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

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FOR IMMEDIATE RELEASE  
Friday, September 4, 1992

DOT 77-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

UNITED STATES, NETHERLANDS  
ANNOUNCE OPEN SKIES AGREEMENT

The United States and the Netherlands have taken a major step in liberalizing international aviation by agreeing to open their international aviation markets to each other's airlines, Secretary of Transportation Andrew H. Card Jr. said.

The agreement, announced today, is the first under the department's "open skies" initiative.

"This is a very significant event in international aviation," Card stated. "Not only does it cement an extremely close relationship, but it will provide a model for market-oriented aviation agreements with other countries."

The secretary said today's agreement embraces all the elements of the department's definition of open skies published last month, including open entry and unrestricted capacity and frequency on all routes, flexibility in setting fares, and liberal charter and cargo arrangements.

It also provides the right to operate between any point in the United States and the Netherlands without restriction, including service to any intermediate and any beyond points, and the right to transfer passengers to an unlimited number of aircraft at the international gateways.

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U.S. Department of  
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# News:

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

~~FOR IMMEDIATE RELEASE~~

Tuesday, September 8, 1992

DOT 78-92

Contact: Bill Mosley

Tel.: (202) 366-5571

## MORE AIRLINE DELAYS, MISHANDLED BAGS AND COMPLAINTS, BUT FEWER PEOPLE BUMPED, DOT SAYS

U.S. airlines did not fare well in July in their on-time performance and baggage handling and consumer complaints also were up, the Department of Transportation said today.

However, according to DOT's monthly Air Travel Consumer Report, the airlines did show improvement in the numbers of passengers denied boarding (bumped). There were fewer airline passengers bumped in the second quarter of 1992 than in any similar period since quarterly bumping figures were first published over five years ago.

The report notes that the 10 largest U.S. carriers posted an on-time arrival rate of 78.9 percent in July, down from 84.5 percent in July 1991 and the 81.0 on-time performance in June 1992. In compiling the data, delays caused by mechanical problems are not counted.

The airlines compiled a record of 5.94 mishandled bags per 1,000 passengers in July, up from 5.26 in July 1991 and 4.52 in June 1992.

The department also received 847 complaints about airline service in July, well above the 710 in July 1991 and the 633 registered in June 1992.

U.S. airlines bumped 8,401 passengers in the April-June period, a rate of 0.75 involuntary denied boardings per 10,000 passengers. The previous low rate was 0.95, recorded in both the last quarter of 1991 and the first quarter of this 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 02142.

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U.S. Department of  
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# News:

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

FOR RELEASE THURSDAY  
September 10, 1992

DOT 79-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT SIMPLIFIES AWARDING OF AIR CHARTERS TO JAPAN AND BRAZIL

The Department of Transportation today took a big step toward eliminating most regulations involving the award of cargo and passenger charters in the U.S.-Japan and U.S.-Brazil markets.

In two decisions, the department affirmed earlier findings that lengthy annual allocation proceedings are no longer needed and that simplified procedures would continue to ensure maximum opportunities for all competing carriers.

The simpler procedures will significantly reduce the regulatory burden on air carriers, making it easier and less costly to compete in the two markets and to respond more quickly to service needs.

Under the new procedures, DOT will award charter authority to carriers based on an average of their operations during the previous two years. The balance of the flights will be retained in a charter pool available to other carriers on a first-come, first-served basis. Starting next year, the awards will be made six months before the beginning of the charter year, giving the carriers additional time to plan their service.

For the U.S.-Japan market, the department awarded 234 charters to Hawaiian Airlines, Continental/Air Micronesia, Emery Worldwide Airlines, Federal Express Corp. and World Airways. Hawaiian and Continental operate mostly passenger charters, while the other carriers operate all-cargo charters. They are distributed for use in the period Oct. 1, 1992, through Sept. 30, 1993. Some 176 charters will be retained in a pool for use by interested carriers.

For the U.S. Brazil market, 96 all-cargo charter flights were awarded to Arrow Air and Millon Air. They are distributed for use in the charter year that began July 1. Some 254 charters will be retained in a pool for distribution to interested carriers.

(more)

In the past, DOT has held lengthy annual proceedings to determine which carriers would be awarded charter flights. Charter flights in both markets are limited under the bilateral agreements with those two countries.

Today's decisions were issued by Patrick V. Murphy Jr., deputy assistant secretary for policy and international affairs.

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# News:

Office of the Assistant Secretary for Public Affairs  
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**FOR IMMEDIATE RELEASE**

Monday, September, 14, 1992

DOT 80-92

Contact: Dennis E. Deuschl

Tel: (202) 366-0110

or

Kevin P. O'Malley

(202) 366-9816

**SEAWAY CORPORATION TO SPONSOR GLOBAL  
TRADE AND TRANSPORTATION CONFERENCE**

Secretary of Transportation Andrew H. Card Jr. will be the keynote speaker at a major global trade and transportation conference, Stanford E. Parris, administrator of the Saint Lawrence Seaway Development Corporation, said today. The conference, sponsored by the Seaway Corporation, will take place in Milwaukee on Oct. 20.

The conference theme, "Moving America's Products in a Changing World Marketplace," will feature presentations and panel discussions by administration officials, federal and state trade and transportation experts, and leading figures in international trade in the Great Lakes region.

In addition to Secretary Card, speakers at the Pfister Hotel conference will include Sen. Robert Kasten Jr., of Wisconsin, DOT Assistant Secretary for Policy and International Affairs Jeffrey Shane, and Canadian Minister of State (Transport) Shirley Martin. Also invited to speak at the conference is Wisconsin Gov. Tommy Thompson. Seaway users and potential users from the Great Lakes region also have been invited.

Parris said that the conference is designed to emphasize the competitive advantages of trade to global markets through the Seaway System and will highlight the economic importance of global trade to the Great Lakes region. He expects this forum to be one of the most comprehensive of its kind in the region.

"The economic success of America depends heavily on its ability to competitively trade with other nations around the world," Parris said. "This conference will serve as a forum for the Great Lakes business and trade community to come together and discuss innovative ways to improve global trade through use of the Great Lakes Seaway System."

- 2 -

Topics to be addressed at the conference include the economic impact of the Great Lakes Seaway System on its bordering states, state and local involvement in international trade, new trends in international trade, and government policies on international trade and transportation.

For further information on registration and fees, contact Ginger Vuich (202) 366-0091 or Ron Rudolph (708) 945-2682.

# # #

(For a pre-recorded radio news spot on the Seaway Corporation's trade conference, call the U.S. Department of Transportation Radio Network at 1-800-526-1144.)

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Office of the Assistant Secretary for Public Affairs  
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FOR IMMEDIATE RELEASE

Monday, September 14, 1992

DOT 81-92

Contacts:

MARAD: John Swank

Tel.: (202) 366-5807

FTA: Rick Centner

Tel.: (202) 366-4043

DOT TRANSIT, MARITIME AGENCIES MOVE  
TO IMPROVE PASSENGER AND FREIGHT MOBILITY

The U.S. Department of Transportation's maritime and transit agencies signed an agreement today which commits them to increasing their efforts to deal with growing land transportation bottlenecks that affect the movement of people and the flow of cargo throughout the nation.

A memorandum of understanding (MOU) signed by Federal Transit Administrator Brian W. Clymer and Maritime Administrator Capt. Warren G. Leback commits the agencies to specific actions and information sharing in support of the nation's transportation systems.

Associate Deputy Secretary and Director Office of Intermodalism Dr. Robert E. Martinez said, "Both agencies recognize the importance of working together to support intermodal surface transportation systems -- highways, railroads, airports and ports -- and the benefits that will result on the economy and on U.S. competitiveness in the global marketplace."

These intermodal efforts support a major objective of the National Transportation Policy announced by President Bush in February 1990. The policy calls for the federal government to "work with public and private transportation interests to identify needs for improved facilities and enhanced transfer techniques between transportation modes and carriers."

Included in the agreement are provisions to coordinate financial assistance programs related to transit and port/maritime development; coordinate activities related to the planning, development, expansion and improvement of ferry systems and services; undertake joint research and development projects and programs; and coordinate interagency transportation planning programs and activities with state and local transportation agencies.

- more -

This is the second cooperative agreement signed by DOT agencies on surface transportation issues and requirements. The first was signed by the Federal Highway Administration and the Maritime Administration to address problems affecting the flow of cargo to and from the nation's ports.

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

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FOR IMMEDIATE RELEASE  
Wednesday, September 16, 1992

DOT 82-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## OVERHAUL OF AIR CHARTER RULES PROPOSED BY DOT

A major overhaul of regulations governing charter flights will foster competition and promote low-cost air transportation, the Department of Transportation said today.

The department issued a notice of proposed rulemaking which would simplify filing and security requirements for airlines and charter operators while retaining the consumer protection provisions of the current rules. A DOT review of its regulations completed last April said these changes would save airlines, charter operators and consumers more than \$5 million annually.

The public charter industry is composed of nearly 300 charter operators -- companies that do not operate aircraft, but purchase and resell charter air transportation to the public -- and approximately 100 U.S. and foreign airlines. DOT estimates that over 4.5 million customers were carried on public charters in 1991 throughout the world.

Currently, a charter operator must file a prospectus for each flight containing details about the proposed service. The department proposes to replace this requirement with a simple annual registration for charter operators. Once a proper filing is made, a U.S. charter operator could begin sales if it had a contract with an airline to provide the transportation.

-more-

The proposal would also eliminate regulation of specific terms of contracts between operators and passengers while assuring that consumers have access to all contract terms, including those affecting prices and refunds. The department said competition in the marketplace, rather than regulation, would serve the public better.

The department also proposed to simplify financial security requirements for charter operators and would remove bonding and escrow requirements for air carriers. It would also remove the prohibition against charter sales by direct air carriers within seven days of the departure and eliminate restrictions on the use of credit cards to pay charter operators.

Rules governing charters not sold to the general public, such as those offered by businesses and private organizations, would be simplified or eliminated.

Comments on the proposal are due 30 days after publication in the Federal Register.

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# News:

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

FOR IMMEDIATE RELEASE  
Wednesday, September 16, 1992

DOT 83-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## DOT ADOPTS REVISED COMPUTER RESERVATION SYSTEM RULES

Secretary of Transportation Andrew H. Card Jr. today announced a revision to rules governing the computer reservation system (CRS) industry that will benefit the consumer and strengthen airline competition.

"These rules will enhance the ability of carriers to compete on price and service without denying vendors the legitimate benefits of their investments and without requiring detailed management of CRS operations by the government. This will clearly help the consumer," Card said.

Adoption of measures will open up competition and promote innovation and efficiency, rather than dictate in detail how the systems will operate. The department declined to adopt suggestions that vendors make expensive alterations to their systems or that fees vendors charge the airlines for booking flights be regulated beyond the current requirement that they not be discriminatory.

Today's final rule extends CRS regulations through 1997 and strengthens the existing rules which have been in effect since 1984.

CRSs provide information on airline schedules, fares and seat availability to travel agencies and allow agents to book seats and issue tickets. Because of the systems' efficiency, almost all travel agents use them for these tasks. Because few agencies use more than one system, carriers must participate in each system to assure all agents have access to their flight information. This dependence of both airlines and travel agents on these CRSs raises questions, which the new rules address, about their effect on airline competition.

-more-

A key provision of the new rules will enable travel agents to use equipment and software obtained from suppliers other than a CRS vendor and, if the agency is not using equipment owned by the vendor, to use a single terminal for access to other CRSs and databases. This will enable agents to reshape information from the systems to better serve their customers. Giving agencies access to other databases from one CRS terminal will also create opportunities for new firms to offer travel information.

There are currently four CRS systems in the United States, all owned by one or more airlines: Sabre, owned by American Airlines' parent company; Apollo, operated by a subsidiary of United Airlines and owned by Covia Partnership, a group composed of United, USAir and several foreign airlines; Worldspan, owned by Delta Air Lines, Northwest Airlines, Trans World Airlines and a partnership of Asian carriers; and System One, owned by an affiliate of Continental Airlines. Sabre is by far the largest system, while Apollo is second largest.

Today's final rule readopts the existing requirement that information be organized in an objective and unbiased manner and that participation in a CRS be open to all carriers on a nondiscriminatory basis.

Another provision of the rule will reduce the maximum subscriber contract term from five years to three, though allowing vendors to offer a contract with a term up to five years. It will also prohibit a vendor from requiring its subscribers to make a specified minimum number of bookings on its equipment each month or limiting the number of terminals leased by subscribers from other vendors.

The revised rule was based on comments received in response to a September 1989 Advance Notice of Proposed Rulemaking and a March 1991 Notice of Proposed Rulemaking. The department's review of the CRS industry also includes its May 1988 Study of Airline Computer Reservation Systems and its February 1990 Airline Marketing Practices: Travel Agencies, Frequent Flyer Programs, and Computer Reservation Systems, one volume of DOT's study of airline competition.

The revised rule is effective 75 days after its publication in the Federal Register.

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# News:

Office of the Assistant Secretary for Public Affairs  
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FOR IMMEDIATE RELEASE

Tuesday, September 22, 1992

DOT 85-92

Contact: Roslyn Kaiser

Tel.: (202) 366-5571

DOT SELECTS STATES FOR MODEL  
INTERMODAL PLANNING GRANTS

Secretary of Transportation Andrew H. Card Jr. today awarded intermodal planning grants totaling \$3 million to Alaska, Florida, Louisiana, New Mexico, Ohio and a consortium of six New England States.

The recipients are expected to develop plans that will serve as models for other states to enhance future transportation planning.

The secretary said, "These precedent-setting planning grants herald a new approach that can enhance intermodalism. Each state will determine its transportation priorities and decide how to spend federal transportation funds. This flexibility can provide local solutions to transportation planning that will increase efficiency and promote competitive American markets."

Each plan will address specific needs and problems within a state or region. Typically, intermodal activities could consist of coordination of transit and highway access to airports, improved freight transfer facilities between land-borne and water-borne traffic, or investment in highway overpasses to speed rail traffic.

Each of the states selected will receive \$454,500, earmarked for intermodal planning that links transportation services, facilities, and equipment.

The New England consortium, which includes Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont, will receive a joint grant in the amount of \$727,500, to develop a regional program of cooperation on intermodal transportation issues. This is the first intermodal regional planning project in the country. The Commonwealth of Massachusetts will administer the grant.

Thirty-five grant applications were submitted. Selection was based on the overall quality of the proposals and the variety of geographic regions and transportation needs, patterns and modes. The Intermodal Surface Transportation Efficiency Act of 1991 authorized the grant program and also called for the establishment of DOT's Office of Intermodalism, which is the office responsible for coordinating federal policy on intermodal transportation.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Tuesday, September 29, 1992

DOT 87-92

Contact: Beverly Boyd

Tel.: (202) 366-2852

**DOT AWARDS GRANTS TO SEVEN HISTORICALLY  
BLACK COLLEGES AND UNIVERSITIES**

The Department of Transportation's Office of Small and Disadvantaged Business Utilization (OSDBU) today announced that it has awarded grants totalling \$560,000 to seven Historically Black Colleges and Universities (HBCUs) to participate in the Student Training and Education Program (STEP).

"This 12-month project will combine the efforts of government, historically black schools and the private sector in fostering diversity in educational opportunities for college students in the field of transportation. It will also promote the further participation of disadvantaged business enterprises in transportation-related contracts," Secretary of Transportation Andrew H. Card Jr. said.

OSDBU has awarded grants in the amount of \$80,000 to each of the following schools: Howard University, Washington, D.C.; Fisk University, Nashville; Florida A&M University, Tallahassee; Jackson State University, Jackson, Miss.; Langston University, Langston, Okla.; Southern University at New Orleans, and Texas Southern University, Houston. OSDBU selected the universities in a nationwide competitive process.

This project will utilize the resources of the HBCUs to develop and implement educational programs designed to enhance disadvantaged business enterprises' (DBEs) knowledge of the transportation field. This increase in knowledge and skills will assist DBEs in competing successfully for transportation-related contracts. In addition, STEP emphasizes the education and training of minority students and encourages them to become owners and managers of transportation-related DBEs.

STEP will provide on-the-job training and educational experiences designed to increase student awareness of and interest in transportation-related career opportunities. Activities to be completed include development of an internship program, a transportation lecture series/curriculum, and a faculty fellowship program.

For more information, please contact DOT's OSDBU at 1-800-532-1169 or (202) 366-2852.

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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, October 6, 1992

DOT 88-92

Contact: Bill Mosley

Tel.: (202) 366-5571

DOT ISSUES MONTHLY AIR  
TRAVEL CONSUMER REPORT

The nation's 10 largest airlines improved their on-time performance record in August but saw an increase in their rate of mishandled bags, the Department of Transportation said today.

According to the department's monthly Air Travel Consumer Report, the carriers posted an 80.3 percent on-time record in August, up from July's 79.8 mark but not as good as August 1991's 83.3 percent. In compiling the data, delays caused by mechanical problems are not counted.

The department noted, however, that the carriers' on-time performance improved in August despite the cancellations of numerous flights in Florida and Louisiana due to Hurricane Andrew.

The airlines compiled a record of 6.44 mishandled bags per 1,000 passengers in August, up from July's 5.94 mark and August 1991's 5.26.

The department received 811 complaints from consumers about airline service in August, down slightly from July's 847 mark but more than August 1991's total of 684.

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. 02142.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Thursday, October 15, 1992

DOT 90-92

Contact: Dennis Deuschl

Tel: 202-366-0110

or

Kevin O'Malley

202-366-9816

NEW STUDY DEMONSTRATES ECONOMIC IMPORTANCE  
OF GREAT LAKES SEAWAY SYSTEM

Shipping on the Great Lakes St. Lawrence Seaway System has a significant, positive impact on the U.S. Great Lakes regional economy, according to the findings of a new study completed for the Saint Lawrence Seaway Development Corporation.

U.S. Seaway Administrator Stanford E. Parris explained, "This study is the first ever to measure economic impacts of Seaway shipping on a systemwide basis. The results substantiate many past claims that Seaway maritime commerce contributes substantially to the economy of the Great Lakes region."

Among the major systemwide benefits generated by Seaway system shipping are:

- o 44,628 jobs, a combination of jobs directly created by maritime activity and also jobs induced by that activity;
- o \$1.9 billion in annual personal income, direct and induced;
- o \$1.7 billion in total annual revenue by Great Lakes firms engaged in handling and transporting cargo through the system, including local and state revenue;
- o \$90.7 million in state and local taxes each year.

The study was performed for the Seaway Corporation by Martin O'Connell Associates of Lancaster, Pa. Results were obtained through comprehensive telephone interviews with more than 500 individual firms providing maritime services at 16 selected U.S. seaports on the waterway.

Those ports on the Seaway System that were analyzed were Ashtabula, Cleveland, Conneaut, Lorain, and Toledo in Ohio, Buffalo, Ogdensburg, and Oswego in New York, Burns Harbor and Gary in Indiana, Erie, Pa., Detroit, Chicago, Duluth, Minn. and Milwaukee and Green Bay, Wis.

Other important findings in the report:

- o Shippers and consignees are the economic sector that most benefits from the direct employment impacts.
- o Most of the 33,716 jobs directly generated by Seaway maritime activity occur from the handling of ore (19,950 jobs), steel (4,055), coal (2,272), stone/aggregates (2,441) and grain (1,617).
- o Steel and other general cargo (non-containerized cargo that is manufactured or processed) produce the greatest revenues per ton -- \$250 and \$98, respectively, compared to the Seaway's highest volume commodity, grain, which generates \$17 per ton. The difference is that steel and other general cargoes are higher value tonnages that are more labor intensive in handling.

Copies of the report, entitled "The Economic Impacts of the Great Lakes/Saint Lawrence Seaway" may be obtained at no charge by contacting: Saint Lawrence Seaway Development Corporation, Attn: Bob Lewis, 400 7th St., S.W., Room 5424, Washington, D.C. 20590 (Tel: 202-366-0091 or Fax: 202-366-7147).

The Great Lakes St. Lawrence Seaway System refers to the 2,300 mile waterway that embraces the St. Lawrence River, and the five Great Lakes and their connecting channels. The "Seaway" portion of the system extends from eastern Lake Erie to Montreal on the St. Lawrence River.

The Seaway was opened to international shipping in 1959, and since then over one billion metric tons of general cargo carried on over 160,000 vessels has been moved through the waterway. Metric tonnage through the Seaway over the past five years has averaged 37.8 million per year.

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

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FOR RELEASE TUESDAY  
October 20, 1992

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

DAYLIGHT SAVING TIME ENDS  
SUNDAY, OCTOBER 25

Most of the nation will return to standard time at 2 a.m. Sunday, Oct. 25, 1992, providing an extra hour of daylight in the morning. Clocks will be set back one hour.

Daylight saving time is observed from the first Sunday in April to the last Sunday in October, under provisions of the Uniform Time Act. Next spring, the country will return to daylight saving time on Sunday, April 4, 1993.

The law does not require that any area observe daylight saving time. But if a state chooses to observe daylight saving time, it must adhere to 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.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, November 5, 1992

DOT 96-92  
Contact: Bill Mosley  
Tel.: (202) 366-5582

DOT ISSUES MONTHLY AIR  
TRAVEL CONSUMER REPORT

September's on-time performance of the largest U.S carriers showed improvement over August but was not up to the record-setting mark of a year ago, according to the Department of Transportation's Air Travel Consumer Report.

The carriers also handled baggage better in September, while consumers registered fewer complaints against the airlines than in the previous month.

The nation's 10 largest airlines had a September on-time arrival percentage of 85.2, an improvement over August's 80.3 but not as good as September 1991's 87.9, the best mark in the five years since DOT began collecting this information. In compiling the data, flight delays caused by mechanical problems are not counted.

The carriers had a mishandled baggage rate of 5.41 complaints per 1,000 passengers in September, better than August's 6.44.

Complaints filed with DOT about airline service totaled 688 in September, down more than 15 percent from August's 811 but up from September 1991's total of 569. Complaints for the first nine months of 1992 totaled 5,578, down from 6,002 registered in the same period 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, Kendall Square, Cambridge, Mass. 02142.

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U.S. Department of  
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# News:

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

FOR RELEASE THURSDAY  
November 5, 1992

DOT 97-92  
Contact: Ed O'Hara  
Tel.: (202) 366-5571

## DOT STARTS PUBLIC PROCEEDING ON PROPOSED BRITISH AIRWAYS-USAIR TRANSACTION

The Department of Transportation today started a formal proceeding on the proposed transaction between British Airways (BA) and USAir and asked for public comment on the proposal.

The USAir Group Inc. and British Airways have proposed an agreement that would result in changes in USAir's operations, financial structure and management. In an order issued today, the department said the transaction raises questions about whether USAir would continue to operate under the control of U.S. citizens.

Under the proposal, British Airways would invest \$750 million in USAir. The agreement contemplates the merging of most business functions of the two airlines. Key decisions by USAir would require the approval of directors appointed by British Airways.

DOT said it wants to provide the maximum opportunity for interested parties to comment formally on the transaction. It asked for comments by Nov. 27, 1992, with reply comments due Dec. 11.

Secretary of Transportation Andrew H. Card Jr. has said he plans to make a decision in the case by Dec. 24. The BA/USAir agreement sets a deadline of Dec. 24, after which either party may terminate it if the agreement has not been closed.

The order directs the two parties to file in a public docket information about the agreement already provided to the department. Correspondence previously received from interested parties on the transaction has also been placed in the docket, DOT said.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE  
Thursday, December 3, 1992

DOT 99-92  
Contact: Bill Mosley  
Tel.: (202) 366-5571

## AIRLINES POST GOOD SERVICE MARKS IN OCTOBER

The nation's largest airlines posted solid marks for on-time performance and baggage handling in October, while customer complaints fell to their lowest level in eight months, according to the Department of Transportation's monthly Air Travel Consumer Report.

The 10 largest U.S. carriers had an October on-time arrival percentage of 85.8, slightly better than September's 85.2 and October 1991's 83.4. In compiling the data, delays caused by mechanical problems are not counted.

The carriers had a mishandled baggage rate of 5.13 complaints per 10,000 passengers, better than September's 5.41 mark.

Complaints filed with DOT about airline service totaled 462 in October, down 33 percent from the 688 recorded in September and 19 percent below October 1991's 567. October's complaint total was the lowest since February's mark of 450.

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. 02142.

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U.S. Department of  
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**News:**

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

FOR IMMEDIATE RELEASE  
Tuesday, December 8, 1992

DOT 101-92  
Contact: Bob Ashby  
Tel.: (202) 366-9306  
Will Terry Moore  
Tel.: (202) 366-1902

DOT PROPOSES UPDATE OF DISADVANTAGED  
BUSINESS ENTERPRISE REGULATION

The U.S. Department of Transportation today proposed to revise regulations dealing with its Disadvantaged Business Enterprise (DBE) program.

The statutory program is intended to ensure contracting opportunities for small businesses owned and controlled by socially and economically disadvantaged individuals. The proposed changes would clarify regulatory provisions and revise some program elements drawing on the department's experience in administering the program since 1980.

One of the revisions would consolidate the DBE certification process by requiring that all DOT-assisted state and local transportation agencies join statewide certification programs. This provision responds to the problem of a small business having to submit applications to the different recipients with which it wants to work. Making "one-stop shopping" available in a state will reduce burdens on small businesses.

- more -

The Notice of Proposed Rulemaking (NPRM) also clarifies guidance to recipients on the standards for certifying firms as DBEs. Other provisions would address the problem of late payments by prime contractors to DBE subcontractors and improve the department's procedures for reviewing recipients' certification decisions.

The NPRM, published in the Dec. 9 edition of the Federal Register, details the proposal. Comments should be mailed on or before March 9, 1993, to Docket Clerk, Docket No. 48478, U.S. Department of Transportation, 400 Seventh St., S.W., Room 4107, Washington, D.C. 20590. Additional information may be obtained by contacting Bob Ashby at (202) 366-9306.

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# News:

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

FOR IMMEDIATE RELEASE

Thursday, December 10, 1992

DOT 102-92

Contact: Roslyn Kaiser (202) 366-5571

Dr. Donna Smith (202) 366-3784

DOT PROPOSES ALCOHOL TESTING FOR  
TRANSPORTATION INDUSTRY WORKERS;  
EXTENSION OF DRUG TESTING

In an effort to deter alcohol misuse in the transportation industry, the Department of Transportation today proposed rules that would require alcohol breath testing and education programs for nearly seven million transportation workers with safety-related duties.

Secretary of Transportation Andrew H. Card Jr. said, "Clearly, the misuse of alcohol by transportation workers in safety-related positions is a breach of public trust and cannot be condoned. Not only does alcohol misuse threaten the safety of the traveling public, it costs our society more than \$100 billion each year in absenteeism and decreased productivity, as well as higher costs for health care, worker compensation claims and criminal justice actions."

The secretary added, "In developing the proposed regulations, we endeavored to minimize the cost to the transportation industry while at the same time ensure the maximum possible privacy for transportation employees. Above all, our goal was to develop rules that will deter the misuse of alcohol."

The Omnibus Transportation Employee Testing Act of 1991 called for such alcohol testing programs for employees in the aviation, rail, transit and motor carrier industries. Pipeline workers also would be included in a proposed rule issued under the Research and Special Programs Administration (RSPA)'s existing statutory authority.

Air traffic controllers and other safety-sensitive employees who work for the Federal Aviation Administration (FAA) also must be tested, and rules covering them will be implemented by a departmental order.

While the proposals are generally the same for all industries, certain provisions may vary to accommodate specific needs of the different modes of transportation.

Breath-testing devices would be required for the proposed alcohol testing. These devices would be required to provide a permanent record of the test results and the identity of the person being tested.

-more-

Employers would be required to conduct pre-employment, random, reasonable suspicion, post-accident, return-to-duty and follow-up tests. Also, they would have to provide educational materials for employees, provide training for supervisors and maintain records for reports to DOT.

Prohibitions -- Workers generally would not be allowed to perform safety-sensitive functions under these conditions: while using alcohol; within four hours after using alcohol (eight hours for flight crew members and flight attendants); when ability to perform safety functions is adversely affected by alcohol use or when behavior or appearance is characteristic of alcohol misuse; when test results show a breath alcohol concentration of 0.04 or greater; or if the employee refuses to take a test. An employee who could have contributed to an accident is prohibited from using alcohol after an accident until tested or eight hours have passed.

Consequences -- Employees who violate these prohibitions must be immediately removed from and cannot return to safety-sensitive duties until they are evaluated and, if necessary, undergo rehabilitation. They are also subject to return-to-duty and follow-up testing.

An alcohol concentration of 0.02 or greater would require a confirmatory test after a 15-minute wait. Because even a small amount of alcohol in an employee's system is inconsistent with safety, employees who test 0.02 or greater but less than 0.04 would not be in violation of the prohibitions but they would be removed from safety-sensitive duties for a minimum of eight hours, or until a retest shows that the alcohol concentration is less than 0.02.

DOT also announced additions to drug testing programs. Proposals include:

- o An extension of the Federal Highway Administration's (FHWA) existing drug programs to three million intrastate truck and bus drivers who hold commercial licenses. This would include school bus, government vehicle and motor coach drivers.
- o A proposed drug testing rule, similar to the department's other drug regulations, that would require transit agencies receiving financial aid from the Federal Transit Administration (FTA) to establish drug testing programs for their employees.

In other actions, a department-wide notice seeks comment on the current random drug testing programs. Individual agency notices specify proposed management information system (MIS) drug testing reports (procedures for uniform MIS alcohol reports are incorporated in the agency alcohol proposals).

Other notices -- Federal Railroad Administration (FRA), FAA and FHWA -- request comment on how the proposed alcohol and drug testing rules should be applied to foreign transportation companies that operate in the U.S.

Full texts of the 18 proposed rules will be published in eight separate parts of the Dec. 15, 1992, Federal Register.

The proposed rules also may be obtained from the department's Anti-Drug Information Center (ADIC) by modem, 1-800-225-3804 or through automated telephone and fax requests, 1-800-225-3784.

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U.S. Department of  
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# News:

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

FOR IMMEDIATE RELEASE

Friday, December 18, 1992

DOT 103-92

Contact: Bill Mosley

Tel.: (202) 366-5571

CARD MARKS ANNIVERSARY OF  
SURFACE TRANSPORTATION ACT

Secretary of Transportation Andrew H. Card Jr. said today that landmark legislation signed one year ago by President Bush has "supported more than 600,000 jobs in fiscal year 1992 and brought about a revolution in transportation that will move America into the 21st century."

Marking the first anniversary of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the secretary said: "ISTEA is the most important transportation legislation since the creation of the Interstate Highway System 35 years ago, and has launched us into the 'post-Interstate era.'"

Card said the \$155 billion, six-year authorization, which funds the nation's highways, mass transit and highway safety programs, has created a new partnership between the federal and state governments.

"The act, in giving state and local governments unprecedented flexibility to use a large portion of their transportation funds to meet local needs, has stimulated creative solutions to congestion and air quality problems," Card said. "It places a new emphasis on intermodalism and flexibility instead of the 'one size fits all' approach of the past. This new approach involves new participants, new partnerships and vastly new roles for everyone involved."

Card noted that as a result of ISTEA's flexibility, some \$302 million in conventional highway funds was transferred to mass transit projects during fiscal year 1992.

-more-

"Immediately after the bill was signed, the department moved quickly to get funding to the states to get projects under way and create jobs," Card added. In fact, on an annualized basis spending on highway construction (from all sources) in the third quarter rose 14 percent, much higher than the 3.9 percent growth in the Gross Domestic Product.

The secretary noted that all of the money made available under ISTEA for fiscal 1992 -- almost \$17 billion in highway funds and \$2.2 billion in mass transit funds -- was fully obligated by the year's end, even though funds were not available until well into the year. "This represents the largest obligation of transportation funding in our history," Card said.

Reflective of the president's commitment to move our country in the direction of seamless transportation, the act authorized, and Card established, a new Office of Intermodalism at DOT, with its director reporting directly to the secretary. Similarly, indicative of change in how we think about transportation, the act's creation of a National Highway System (NHS) has helped direct investment where it is needed most, the secretary said. This 155,000-mile system when fully designated will consist of the Interstate system and other highways of national significance. It will make up about 4 percent of public road mileage but carry 40 percent of the traffic. "Government resources are limited, and our priority must be to target federal investment to the most critical parts of our highway network," Card said. He said the department is ahead of schedule in designating highways to be included in the system, a task expected to be complete by 1995.

"It is important that we build on the achievements of the past year," Card said. "A safe, seamless transportation system, responsive to market needs, is essential for the nation's well-being and global competitiveness. ISTEA represents the blueprint we need to get us there."

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