U.S. Department of Transportation

News:

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

<u>FOR RELEASE MONDAY</u>
April 5, 1993

DOT 25-93
Contact: Bill Mosley
Tel.: (202) 366-5571

COMPLAINTS AGAINST AIRLINES SHOW DECLINE IN FEBRUARY

Customer complaints against the airlines were down in February and the carriers showed improvement in handling bags but their on-time performance declined slightly, the Department of Transportation said today.

According to the department's monthly Air Travel Consumer Report, complaints filed with DOT about airline service totaled 453, a 13 percent decline from January's 519 mark and almost identical to the 444 total recorded in February 1992.

The airlines posted a mishandled baggage rate of 6.60 reports per 1,000 passengers in February, better than January's 7.50 showing but not as good as February 1992's 5.54 rate.

The department said the 10 largest U.S. carriers posted a 76.9 percent on-time arrival rate in February, down from January's 77.6 percent performance and well below the 83.4 percent registered in February last year. In compiling the data, flight delays caused by mechanical problems are not counted.

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.

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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 8, 1993

DOT 26-93
Contact: Bill Mosley
Tel.: (202) 366-5571

PEÑA PRESENTS PROPOSED DOT BUDGET FOR FY 1994

Secretary of Transportation Federico Peña said today the administration's proposed budget for the department for fiscal year 1994 will contribute to President Clinton's goals of creating jobs, stimulating the economy, investing in the future and reducing the deficit.

"This budget will help promote economic growth and increase our investment in transportation while maintaining safety, fostering intermodalism and enhancing the quality of the environment," Peña said at a media briefing.

The department's request for $40.2 billion is 10.2 percent above the amount enacted and 9.1 percent more than the amount requested for fiscal 1993.

"This budget will contribute to economic growth by targeting 71 percent of the department's spending to infrastructure investment," the secretary said. "This will lead to improvements in transportation speed, reliability and cost-effectiveness, so important to competitiveness and job creation.

"In addition, increased investment in railroads and mass transit indicate our recognition of the role of improved passenger transportation to our economy," Peña added. "And this budget will strengthen the maritime and aviation industries."

He said the budget will promote the effective use of transportation technology through investments of $140 million in high-speed rail and maglev, $226 million for Intelligent Vehicle-Highway Systems (IVHS) and $456 million for improvements in air traffic control.

"This budget will promote transportation safety, our primary obligation," Peña said. A total of $1.95 billion will be allotted to programs directly affecting safety such as inspections, grants and transportation security.

The secretary said the department's proposed research and development budget of nearly $700 million represents a 6.3 percent increase over 1993, more than twice the overall federal R&D growth rate.

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"This emphasis on research will help us make more efficient use of our transportation infrastructure as we approach the next century," Peña said.

The secretary also highlighted the budgets for the department's operating administrations. These include:

o Federal Highway Administration -- $20.6 billion will support infrastructure improvement by fully funding the federal-aid highway program authorized in the Intermodal Surface Transportation Efficienty Act of 1991. To sustain this level of funding, the budget proposes to shift 2 cents of the federal gasoline tax, now used for deficit reduction, to the highway account of the Highway Trust Fund beginning Oct. 1, 1995.

o Federal Transit Administration -- $4.6 billion represents a more than 50 percent increase over the proposed 1993 budget and 21 percent over the enacted level. The budget proposes to shift 0.5 cents of the federal gasoline tax, now used for deficit reduction, to the transit account of the Highway Trust Fund beginning Oct. 1, 1995.

o Federal Railroad Administration -- $1.056 billion includes grant assistance to Amtrak and the Northeast Corridor at current levels as well as a high-speed ground transportation initiative. The budget includes increased staff to improve rail-highway crossings and inspect warning devices and to manage the new initiative.

o Federal Aviation Administration -- $9.2 billion represents a 3.5 percent increase over the 1993 enacted level. Over half the funding is for capital programs. Some $456 million is included for continued work on the Advanced Automation System.

o Coast Guard -- $3.7 billion is proposed, a 4 percent increase over the 1993 enacted level. Some $414 million for Acquisition, Construction and Improvements, an increase of 22 percent, will fund replacement and modernization of vessels, aircraft and vessel traffic services.

o Maritime Administration -- $380 million is requested, a reduction of 33 percent from 1993 which primarily reflects an increase in funds enacted by Congress for fiscal '93 for vessel acquisition for the Ready Reserve Force.

o National Highway Traffic Safety Administration -- $307 million is proposed, an increase of 14 percent which will be used primarily for state safety grants.

o St. Lawrence Seaway Development Corporation -- $10.9 million is requested, essentially unchanged from the 1993 level.

o Research and Special Programs Administration -- a $59 million program is requested. This 18 percent growth from fiscal 1993 will be targeted to pipeline safety and hazardous material safety and inspection.

o Office of the Inspector General -- $41 million is requested, up 7 percent from FY 1993.

o Office of the Secretary -- $263 million is proposed, more than half for rental payments to the General Services Administration for all DOT space.

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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, April 14, 1993

DOT 27-93
Contact: Elaine Matrigali
Tel.: (202) 366-5571

PEÑA ANNOUNCES NEW STAFF APPOINTMENTS AT DOT

Secretary of Transportation Federico Peña today announced the appointment of five staff assistants to key positions at the department.

The new staff assistants are Judith A. Burrell, William E. Coyle, James T. Day, Jeffrey P. Morales and Margarita Roque.

In announcing the appointments, Secretary Peña said, "I have a great deal of confidence in this team's outstanding abilities. I am pleased to place each one in a position of great responsibility and welcome them to the department."

Burrell was named Special Assistant to the Secretary and will focus on city and environmental issues. Since 1989, she has served as the assistant executive director at The United States Conference of Mayors in Washington, D.C.

Coyle was appointed a special assistant whose emphasis will be on motor carriers. From 1983 to the present, Coyle has held a variety of executive and management positions.

Day joins the department as deputy scheduler. Since 1988, Day has been a public relations/political consultant. He was director of advance for Senator Gore during the Clinton/Gore campaign.

Morales, will serve as a special assistant on a broad range of transportation issues. He has held various positions in the office of Sen. Frank R. Lautenberg, D-N.J. since 1983, including legislative assistant responsible for transportation and infrastructure.

Roque, will be Director of the Executive Secretariat. Since 1989, she has been the executive director of the Congressional Hispanic Caucus in Washington, D.C., and served as its legislative director from 1987 to 1989.

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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 15, 1993

DOT 28-93
Contact: Beverly Sligh
Tel.: (202) 366-2852
(800) 532-1169

DOT TO AWARD GRANTS TO 10 HISTORICALLY BLACK COLLEGES AND UNIVERSITIES

The Department of Transportation's Office of Small and Disadvantaged Business Utilization (OSDBU) has announced plans to competitively award grants to 10 Historically Black Colleges and Universities (HBCUs) for the purpose of administering OSDBU's Student Training and Education Program (STEP).

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

OSDBU will award these one-year grants to the 10 winning HBCUs to develop programs in three specific areas: student internship; faculty fellowship; and a transportation lecture series curriculum.

Schools have until May 28, 1993, to apply for one of the 10 grants.

The OSDBU announcement contains additional information as well as instructions for application preparation, application evaluation criteria and the required forms. Written requests should be sent to Beverly Sligh, OSDBU HBCU Coordinator, 400 Seventh St., S.W., Room 9414, Washington, D.C. 20590, or faxed to (202) 366-7538.

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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 22, 1993

DOT 29-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

TELECOMMUTING CAN REDUCE CONGESTION, POLLUTION, AND ENERGY USE, STUDY FINDS

Telecommuting -- working at home or from regional "telework" centers -- has the potential to reduce traffic congestion, air pollution, traffic accidents and energy consumption, according to a Department of Transportation study.

About two million full-time workers now practice telecommuting at least part of the week. This figure could reach 7.5 million to 15 million people within 10 years, the study found. Currently, up to 30 percent of the U.S. labor force works at home, at least part of the time. This includes anyone working at home, part time or full time, whether they are telecommuters or not.

Secretary of Transportation Federico Peña said, "President Clinton's technology policy specifically notes the importance to the U.S. economy of stimulating the development of a broadband, interactive telecommunications network -- an 'information superhighway' -- linking the nation's businesses, schools, libraries, hospitals, governments and others. A more advanced network could accelerate the use of telecommuting, and also provide more capacity for business, educational, medical and other uses.

"This is an example of a new technology that will create high-wage jobs and help push America toward the cutting edge of groundbreaking technologies."

The study discusses the advantages and disadvantages of telecommuting and explores its potential for producing benefits.

Since many communities view telecommuting as a way to manage transportation demand, some state and local governments provide help to start telecommuting programs. Under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, federal funds can be used for transportation demand management programs. ISTEA funds from DOT agencies may be used for planning, developing and marketing of telecommuting programs.

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The report acknowledged that the congestion and air quality improvements telecommuting could create could be diminished if telecommuters removed from the highways are replaced by the emergence of other travel demand.

In the 1992 DOT Appropriations Act, Congress directed the department to conduct a study of telecommuting in consultation with the Department of Energy and the Environmental Protection Agency.

The DOT will work with states, local governments and the private sector to monitor telecommuting activities, collect data and disseminate information on the growth of telecommuting and the implications for transportation and land use.

Copies of the report, Transportation Implications of Telecommuting, are available from the Technology Sharing Office, U.S. Department of Transportation, 400 Seventh St. S.W., M-443.2, Washington, D.C. 20590.

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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
Wednesday, April 28, 1993

DOT 30-93
Contact: Richard Mintz
Tel: (202) 366-4570
Roslyn Kaiser
(202) 366-5571

DOT PROPOSES $1.3 BILLION FOR HIGH-SPEED RAIL INITIATIVE

Transportation Secretary Federico Peña today joined members of Congress to unveil a comprehensive, five-year, $1.3 billion high-speed rail initiative that represents a major step toward making good on the vast economic, environmental and technological promise of high-speed ground transportation.

In announcing the program, Peña said, "A strong, technologically advanced rail system to transport passengers is critical to our economic competitiveness. We want to work in partnership with states and local communities to build high speed rail corridors that will create jobs and spur growth, and with the private companies and research institutions that are working hard to develop the next generation of rail technology."

States and cities from coast to coast have expressed interest in developing intercity high-speed rail corridors. Nearly $1 billion in funding under the plan announced today will allow projects to advance on a number of these corridors.

"High-speed rail has an important role to play in relieving highway and airport congestion in intercity corridors around the country," Peña added. "High-speed rail can help cut down on pollution, ease costly travel delays, and complement air travel routes to create a seamless, intermodal transportation network. And, supporting these new technologies also has the potential to ease the transition of defense companies and workers to the civilian sector."

The secretary noted that the initiative also makes good on President Clinton's commitment during his campaign to support development of high speed rail service and technology.

Peña said that the $1.3 billion program would fund investment in various rail corridors, as well as development of magnetic levitation (maglev) prototype technology. This federal investment is expected to generate a total of $2 billion in investment in high-speed rail infrastructure, including matching state, local and private funds. The proposed legislation to implement the high-speed initiative will be sent to Congress today.

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Peña said, "State and local officials from San Diego to Boston have told me they see high speed rail as a critical part of their area transportation networks. We'll be supporting these initiatives as well as development of the new technologies that will keep the U.S. competitive in the global marketplace."

Over the next five years, the package will make available $982 million to state and local governments to finance high-speed rail improvement projects. This is the first separate program of federal financial support for implementation of high-speed rail corridors outside the Northeast Corridor and will help upgrade existing rail corridors that could ultimately allow speeds of up to 150 mph for passenger service. Funding, to be administered by the Federal Railroad Administration (FRA), will be targeted to projects that serve two or more major metropolitan areas that are no more than 600 miles apart.

Among the cities that are eligible to seek FRA funding under the program are five priority high speed rail corridors designated by DOT last year. They are:

- Chicago to St. Louis, Detroit and Milwaukee
- Miami-Orlando-Tampa
- San Diego-Los Angeles-Bay Area and Sacramento via the San Joaquin Valley
- Eugene-Portland-Seattle-Vancouver, B.C. in Canada
- Washington, D.C.-Richmond-Raleigh-Charlotte.

The existing New York State high-speed corridor (New York City-Albany-Buffalo) is also eligible. Other corridors, proposed by the states and meeting criteria set forth in the bill, can also apply to the secretary for inclusion in the program. Northeast Corridor improvements from Washington, D.C. to Boston will continue to be funded under a separate program.

Peña said that like other DOT grant programs, the high speed rail initiative would be a partnership with state and local governments and the private sector. Because the government seeks a true partnership, individual improvements may receive federal funding of up to 80 percent, but the federal share from the high speed rail program for a total group of improvements on a corridor cannot exceed 50 percent of the public contribution.

In addition to the corridor grant program, the initiative announced today will make available nearly $300 million to support technology development, including work on a maglev prototype. The prototype is expected to be superior to that being developed by other countries and, in addition to the benefits of keeping the U.S. transportation system technologically competitive, also would reduce pllution since it does not have to rely on petroleum fuel.

The administration's program also includes a $25 million applied research component. This funding is intended to ensure that as rail-related scientific advances occur they are incorporated into high-speed rail development.

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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 5, 1993

DOT 33-93
Contact: Bill Mosley
Tel.: (202) 366-5571

AIRLINE FLIGHT DELAYS INCREASED IN MARCH

Flight delays, mishandled baggage and complaints about airline service increased in March, the Department of Transportation said today in releasing its monthly Air Travel Consumer Report.

The 10 largest U.S. carriers posted a 73.6 percent on-time arrival record in March, down from February's 76.9 percent and March 1992's 80.9. In compiling the data, DOT does not count delays caused by mechanical problems.

The airlines reported a mishandled baggage rate of 6.91 complaints per 1,000 passengers in March, up from February's 6.60 mark.

Consumers registered 581 complaints about airline service with the department in March, up from February's 452 and March 1992's 521. During the first quarter of 1993 the department received 1,547 complaints, up slightly from the 1,530 received during the same period in 1992.

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.

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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
Monday, May 10, 1993

DOT 34-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT PROPOSES SANCTIONS IN RESPONSE TO AUSTRALIAN RESTRICTIONS ON NORTHWEST FLIGHTS

Responding to the Australian government's plans to enforce restrictions on Northwest Airlines' services in violation of the existing bilateral agreement, the Department of Transportation today proposed to require Qantas Airways Limited to reduce its U.S.-Australia flights.

The department proposed that, if Australia's restrictions on Northwest go into effect, Qantas would immediately be required to reduce its Sydney, Australia-Los Angeles service by three weekly nonstop flights.

Last month the Australian government said that effective May 30 it planned to revoke Northwest's authority to fly between New York and Sydney with a stop in Osaka, Japan. It added that if Northwest reapplied for the route, it would approve only two of its present three weekly flights, and only if no more than half of its traffic consisted of local Osaka-Sydney passengers. This latest Australian action would enforce restrictions placed on Northwest's services last year and would tighten these restrictions still further.

On Jan. 22, Northwest complained to DOT that Australia was restricting its New York-Osaka-Sydney services in violation of the U.S.-Australia bilateral agreement. The department approved the complaint on Feb. 5, saying that the agreement allows Northwest to operate flights over the North Pacific from the United States to Australia via intermediate countries, and that Australia was violating the agreement by unilaterally limiting the amount of traffic Northwest could carry between Australia and those countries.

"We would have preferred to resolve this dispute through negotiations," Secretary of Transportation Federico Peña said. "But the Australian government's latest threatened actions would further deprive Northwest of its rights under our bilateral agreement and would leave us no other course of action.

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"The United States will honor its commitments, and we expect our aviation partners to do the same," Peña added. "At the same time, we will vigorously defend the rights of U.S. carriers abroad, and act accordingly whenever these rights are denied."

In its show-cause order, the department noted that negotiations on the dispute were held in February and March but no resolution was reached. Australia also requested arbitration of the dispute, and each side appointed an arbitrator in April.

Notwithstanding that process, on April 29 Australia notified the U.S. government that it was proposing to take action against Northwest's New York-Osaka-Sydney authority as of May 30.

Qantas currently operates 18 weekly roundtrip flights between Sydney and Los Angeles, 10 of which are nonstop.

Objections to the proposed sanctions are due in seven days, with answers to objections due three days afterward.

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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>
May 11, 1993

DOT 35-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

SOUTHWEST CARRIES MORE PASSENGERS IN MAJOR MARKETS, DOT STUDY FINDS

Southwest Airlines has become the dominant airline in the nation's busiest markets, a Department of Transportation study has found.

In the top 100 city-pair markets with the most passengers in the 48 contiguous states, Southwest now carries more passengers than any other airline, including each of the Big Three airlines, the study found. These 100 markets represent about one-third of domestic passengers. In terms of passengers carried, Southwest now ranks fifth among U.S. airlines.

The dramatic growth of Southwest has become "the principal driving force" in changes occurring in the airline industry, the report said. Southwest has much lower operating costs than most airlines and its presence has resulted in fares that are on the order of one-half those charged in short-haul markets where Southwest does not operate. The airline focuses on providing frequent service in busy markets of less than 500 miles, such as Chicago-St. Louis and Los Angeles-Phoenix.

The study found that Southwest affects the prices paid by one out of three passengers in the largest U.S. markets. Because of the low-cost competition from Southwest, the largest airlines rarely try to compete with the Dallas-based airline.

As Southwest continues to expand, other airlines will be forced to develop new low-cost service in short-haul markets.

The study suggests low-cost new entrant airlines will have an important role to play in the future. They could serve as a discipline for Southwest's pricing and could replace other airlines that are scaling back service in markets dominated by Southwest.

The study found that air fares in markets served by Southwest were dramatically lower than in other short-haul markets. For the year ending Sept. 30, 1992, the average one-way fares for markets

(more)

where Southwest does not operate for distances of less than 250 miles and for 251-500 miles, were $110 and $130, respectively. In Southwest markets of similar distances, the average prices charged by all carriers were $56 and $58, respectively.

In the past year, DOT has seen an increase in new carriers. Some 16 new jet carriers have begun operations, including five providing scheduled passenger service. Three more have received approvals to operate, and applications from nine new jet carriers are pending before the department.

The DOT study also found:

o In its own top 100 markets, Southwest has an average 65 percent share compared with less than 40 percent for most airlines in their own top markets, except for Northwest which has 43 percent.

o Experience in the California Corridor, the busiest domestic market, shows how quickly Southwest can gain a dominant presence in busy markets. After several years of trying to compete for market share against Southwest's low-cost service, other airlines have given up such efforts.

o The unit costs of other airlines are 50 percent to 70 percent higher than Southwest's, except for America West, with unit costs that are 20 percent higher.

The study grew out of the department's regular monitoring of the competitive structure of the airline industry. In 1990, DOT completed a comprehensive study of airline competition and issued its findings. Since then, it has periodically updated that study. In the past year, Southwest has become a larger and more important player in the industry. This study analyzes the airline's effect on prices and service.

Copies of the report, prepared by Randall D. Bennett and James M. Craun, are available from the DOT Office of Aviation Analysis, P-50, U.S. Department of Transportation, Washington, D.C. 20590.

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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 RELEASE TUESDAY
May 25, 1993

DOT 37-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

AGREEMENT TO EXPAND AIR SERVICES
REACHED BY U.S. AND RUSSIA

Russia and the United States have reached a new aviation agreement that greatly expands the economic relationship between the two countries, Secretary of Transportation Federico Peña announced today.

The accord updates and liberalizes the current, more restrictive agreement. Under the agreement, United States airlines receive new rights to fly over parts of Russia to various points in Asia which will enable them to operate faster, more direct routes at significantly lower fuel costs. U.S. airlines will benefit from new rights to fly between North America and the Far East over Siberia and the Kamchatka Peninsula in eastern Russia, and between Europe and the Far East. U.S. carriers will also be able to operate additional overflights between Europe and India.

The U.S. obtained new rights to serve Vladivostok, Petropavlovsk, and Yuzhno-Sakhalinsk in the Russian Far East (in addition to its existing rights to serve Moscow, St. Petersburg, Magadan and Khabarovsk) and beyond rights to serve China, Hong Kong, South Korea, Singapore and Taiwan.

Russia received rights to serve 11 new U.S. points, Bangor, Maine, Dallas/Ft. Worth, Seattle, Portland, Ore., Los Angeles, Orlando, Honolulu, Columbus, Ohio, and Houston, and two points to be mutually agreed on by the two countries.

Peña said, "The agreement will bolster the Russian economy and improve the economic ties between our two countries as well as providing benefits to American carriers. Many more U.S. residents will now have the possibility of direct service to Russia."

Under the agreement, Russia also received beyond rights to four named Central and South American countries and two additional points in South America to be chosen by the Russian Federation.

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The U.S. may designate one additional combination (passenger and cargo) carrier and one additional all-cargo carrier. Russia may designate two additional carriers.

The two countries agreed to expand the number of charter flights that may be operated across the North Atlantic. The airlines of each country may operate 100 passenger charters and 60 cargo charters between June 1, 1993, and May 31, 1994, and increasing to 150 passenger charters and 80 cargo charters for the period from June 1, 1994, to May 31, 1995.

This is the first air transport agreement involving Russia since the bilateral agreement between the U.S. and the former Soviet Union in May 1990.

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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
May 27, 1993

DOT 39-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT AND DOD TO REVIEW SPACE-BASED GLOBAL POSITIONING SYSTEM

The Department of Defense and the Department of Transportation will conduct a joint review of how to get maximum use of DOD's Global Positioning System (GPS) in satisfying both military and civilian needs. The review was announced today by Secretary of Transportation Federico Peña and Defense Department officials.

Developed by DOD, GPS is a space-based positioning and navigation system that uses a network of Navstar satellites. It provides very precise three-dimensional position and velocity information, as well as time.

While GPS is designed primarily to meet military requirements, the U.S. government wants to ensure the maximum civil use of GPS consistent with national security needs. These civil uses are expected to grow and generate benefits such as increased transportation safety and efficiency and economic growth.

Peña said, "Secretary of Defense Les Aspin and I have agreed that we should explore the civilian uses of and participation in GPS. We see it as a way to apply military technology to civilian use and to demonstrate U.S. leadership in this field. The impact of civil uses can give a major boost to our economy."

Actual and potential uses of GPS include the precise monitoring of transit buses, information enabling city drivers with special receivers to avoid congested routes in peak hours, highly accurate navigation for airline aircraft, harbor entrance and coastal navigation uses for ships, and the tracking of land vehicles.

The two departments said a joint DOT/DOD task force will examine the implications for civilian use of the positioning system. The group will make recommendations on how the system can be managed most effectively for both military and civil purposes.

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The task force will be jointly chaired by Joseph F. Canny, deputy assistant secretary of transportation for policy and international affairs, and Richard G. Howe, DOD's director for theater and tactical C3 (command, control and communications). It will operate under the auspices of the DOT Navigation Council and the DOD Positioning/Navigation Executive Committee. The group is expected to complete its work by the end of 1993 and make a report to the two secretaries.

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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 THURSDAY</u>
June 3, 1993

DOT 41-93
Contact: Hal Paris
Tel.: (202) 366-5571

AIRLINE SERVICE IMPROVES IN APRIL

There were fewer complaints lodged against the airlines and the larger carriers improved their on-time performance as well as their handling of baggage in April, according to the monthly Air Travel Consumer Report released today by the Department of Transportation.

The 10 largest U.S. carriers posted an 82.9 percent on-time arrival performance, much better than March's mark of 73.6 percent but below the April 1992 showing of 86.6 percent. When compiling the data, DOT does not count delays caused by mechanical problems.

The airlines reported a mishandled baggage rate of 5.17 complaints per 1,000 passengers in April, well below the 6.91 rate posted in March.

Consumers registered 545 complaints with the department concerning airline service in April, slightly below the 581 complaints recorded in March. Last year in April, there were 588 complaints.

The report also notes that passengers involuntarily denied boarding, or bumped, during the first quarter of 1993 totaled 12,809, a rate of 1.24 per 10,000 passengers.

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

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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
June 3, 1993

DOT 42-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT TELLS AIRLINES TO CANCEL
TICKETS FOR TRAVEL TO LEBANON

Because of safety concerns for U.S. passengers and existing prohibitions against the sale of tickets to Lebanon, the U.S. Department of Transportation today told U.S. and foreign scheduled trans-Atlantic air carriers to cancel any reservations they may have for travel to Lebanon. The carriers have also been told to refund money to passengers currently holding unlawfully issued tickets.

In 1985, the president and the department banned the sale in the United States of any passenger air transportation to, from or through Lebanon. The restriction was imposed because of concerns about the security of aircraft operating to Lebanon and the safety of U.S. passengers.

The DOT Aviation Enforcement Office, as a result of its ongoing review of travel industry compliance with the 1985 ban, said it has reason to believe that tickets to Lebanon have been sold unlawfully by a number of airlines and their agents. The enforcement office currently has six airlines under active investigation and expects several additional carriers to be investigated in the future.

DOT is concerned that many passengers holding unlawfully-issued tickets may not be aware of the current restrictions on air travel to Lebanon and the security reasons for which they were imposed. As the current State Department travel advisory states, in part: "U.S. citizens are warned against all travel to Lebanon. The situation in Lebanon is so dangerous that no U.S. citizen can be considered safe from terrorist acts." Passengers holding tickets to Lebanon are therefore urged to return them to the issuing agent or airline and request a refund.

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The department is telling scheduled transatlantic airlines that they should take steps to ensure that unlawfully sold tickets are not used. The department is also reminding Middle East Airlines that it has no authority to operate flights from the U.S. or to sell tickets for service between the U.S. and Lebanon.

In 1992, the 1985 restrictions were amended to permit the outbound shipment of cargo from the U.S. to Lebanon. However, all other restrictions remain in place, including the prohibition on direct service to, from or through Lebanon by U.S. carriers and on the sale in the U.S. of passenger air travel to or from Lebanon by any airline. In addition to this restriction, U.S. passports are invalid for travel to, in or through Lebanon unless a special validation is obtained from the State Department.

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

FOR IMMEDIATE RELEASE
Thursday, June 3, 1993

DOT 43-93
Contact: Elaine Matrigali
Tel.: (202) 366-5571

MORT DOWNEY SWORN IN AS DEPUTY SECRETARY AT DOT

Mortimer L. Downey today was sworn in as the Department of Transportation's Deputy Secretary by Secretary Federico Peña. Downey was nominated for the position by President Clinton on March 18 and confirmed by the Senate on May 28.

"Mort's insight and experience in transportation at the federal and local level make him well suited for my top management team. The dedication he brought to the MTA as its executive director and chief financial officer is exactly what we need in a deputy," Secretary Peña said. "Mort will be a key person in helping to fulfill the promise of ISTEA and in coordinating the department's reinventing government initiatives."

After having been sworn in, Downey said, "I'm proud to be joining the DOT team. We will be facing demanding challenges to ensure safety, accessibility and efficiency in our transportation system in the coming years and I will do my best to see that we get the job done."

Prior to accepting the appointment, Downey served as executive director and chief financial officer at the Metropolitan Transportation Authority (MTA) in New York. At the MTA, he was involved in setting budget policies, developing financial resources and managing financial investment programs, focusing primarily on the capital rebuilding of the MTA systems.

During the Carter Administration, from 1977 to 1981, Downey was the assistant secretary for budget and programs at DOT. At the same time, he served as DOT's representative on the President's Inter-Agency Coordinating Council, which carried out urban and rural development policies and programs.

He also was the first transportation programs analyst for the U.S. House of Representatives Committee on the Budget and has held a number of positions with the Port Authority of New York and New Jersey.

- more -

Downey graduated magna cum laude from Yale University in 1958, received a master's degree in public administration from New York University in 1966 and attended the Harvard Business School Advanced Management Program in 1988. He served in the U.S. Coast Guard Reserve holding the rank of Lieutenant Commander.

Downey has been active in numerous professional and civic organizations serving on the Executive Committee of the Transportation Research Board of the National Academy of Science, as a director of the Municipal Forum of New York (a municipal bond group) and of the New York Building Congress. He held the position of president of the New York Metro Chapter of the American Society for Public Administration, has been an active member of the American Public Transit Association and serves on the New York University Alumni Council.

Downey and his wife, Joyce, have two grown sons, Stephen and Christopher.

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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

FOR IMMEDIATE RELEASE
Friday, June 4 1993

DOT 44-93
Contact: Hal Paris
Tel.: (202) 366-5571

DOT DISMISSES 10 APPLICATIONS FOR ROUTES TO UNITED KINGDOM

The U.S. Department of Transportation, which resumes negotiations with the United Kingdom June 15 in talks aimed at achieving a new liberal aviation agreement, today dismissed 10 applications from airlines seeking to fly to the U.K. because authority for the routes they requested is not available under the existing bilateral agreement.

In an order rejecting what it called extrabilateral applications, the department said it would consider only applications for route authority that meet the terms of the current bilateral aviation agreement, known as Bermuda 2. DOT said that it would allow a three-week period for interested airlines to file such applications.

Last March 15, the department approved certain operating arrangements between USAir and British Airways. Under a Justice Department consent order, USAir is required to give up its three U.S.-London routes. That has generated numerous applications for these rights, as well as others to the U.K.

"Our present negotiating strategy is premised on the goal of achieving a new, liberal bilateral understanding with the United Kingdom," the DOT order said. "This focus on comprehensive reform necessarily eclipses short-range goals, including the acquisition of rights to serve a few particular routes. Obviously, we would be pleased to see the United Kingdom permit additional entry by our carriers, but we are not now inclined to attempt to negotiate such rights on a piecemeal basis. We are optimistic that a more fundamentally liberal bilateral regime will be achieved. Such a regime will create more opportunities for all of our carriers and more corresponding benefits for our communities and the traveling public."

The department said today's action "furthers these goals by ensuring that the comprehensive liberalization talks can go forward uncomplicated by these route-specific proposals."

Among the five current applications dismissed was one by United Airlines for USAir's Philadelphia-London authority and another by Northwest for USAir's Baltimore-London authority. United proposed to buy the Philadelphia route and move it to Chicago while Northwest proposed to buy the Baltimore route and move it to Detroit.

The department said that any application for USAir's Philadelphia-London authority must propose service in that market under terms of the bilateral and not for some other existing or new gateway. Any application for USAir's other two London routes (from Baltimore and Charlotte, N.C.) must propose service either from the present gateway or from a city eligible to be named as a new gateway.

Other current applications dismissed include two from Delta, one for a New York to London route and one for New York to Manchester, and Continental's proposed Newark-Manchester route.

Three applications that have been inactive for some time from USAir, MGM Grand and Delta, and two reactivated applications from Tower Air and Trans World, all originally seeking London (Stansted) authority, also were dismissed.

Applications still pending and under review by DOT are not affected by today's order. They include:

- American to London from Nashville
- American to London from Philadelphia
- American to London from Raleigh/Durham
- Continental to London from Cleveland
- Delta to London from Salt Lake City

Another application also pending is one from the city of Nashville which proposes to buy USAir's Charlotte-London route and move it to Nashville.

The department said that it plans to review any additional applications that are filed in the next three weeks and then determine procedures for processing all remaining applications.

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News:

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Washington, D.C. 20590

FOR RELEASE FRIDAY
June 11, 1993

DOT 46-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

AMERICAN AIRLINES RESOLVES DISPUTE WITH FRENCH AIRLINE AFTER URGING BY PEÑA, EC COMMISSIONER

American Airlines has resolved its complaint against a French airline it accused of anticompetitive practices that prevented American from marketing its flights in France through its computer reservations system. As a result, the Department of Transportation has dismissed American Airlines' complaint.

American Airlines and Air Inter, the dominant domestic airline in France and an affiliate of Air France, resolved the complaint after encouragement from Secretary of Transportation Federico Peña and European Transport Commissioner Abel Matutes.

In announcing the problem has been resolved, Secretary Peña said, "The resolution of this issue is a good example of the positive results that can be achieved through cooperation between the United States and the European Community. Commissioner Matutes and I personally encouraged the parties to reach an acceptable commercial outcome which preserves competition in the marketplace."

Peña said he was pleased the matter has been settled on a commercial basis. "However, the department will intervene where necessary to ensure that U.S. airlines are treated fairly when doing business abroad."

Last February, American Airlines filed a complaint with DOT alleging anticompetitive behavior by Air Inter and Air France for Air Inter's failure to participate in American's computer reservations system, SABRE, in such a way as to allow immediate confirmation of reservations. This action undercut SABRE's attractiveness to travel agents and put American at a disadvantage since Air France could market flights through its reservations system, Amadeus, while American was prevented from doing the same.

The U.S. held consultations with the French government. Subsequently, Secretary Peña and Commissioner Matutes conferred on the matter.

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After Air Inter and American successfully concluded negotiations on the issue, American dropped its complaint and the matter was dismissed by DOT.

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

FOR IMMEDIATE RELEASE
Monday, June 14, 1993

DOT 47-93
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

PEÑA: SALAD OIL WILL NOT BE CLASSIFIED AS HAZARDOUS

In a commonsense approach to government regulation, Transportation Secretary Federico Peña announced today that DOT will not classify salad and other edible oils as hazardous materials.

Secretary Peña had directed an expedited review of the public comments on this issue and determined that classifying animal and vegetable oils as hazardous materials was simply not supported by the information supplied by the more than 250 commenters on the rule.

"The idea of treating salad and other edible oils as hazardous materials has been the subject of considerable concern. After reviewing the evidence, I have concluded that we will not classify these oils as hazardous," Secretary Peña stated.

"While government has an appropriate regulatory role, we must be vigilant not to overstep our proper function," he said. "The 'real world' impacts of any proposed regulation must be considered, to be certain we meet our intended goal. One of my priorities as Secretary is to ensure that all regulatory issues are dealt with realistically and efficiently."

He noted that while salad and other edible oils will not be classified as hazardous materials, they may cause environmental damage if spilled in large quantities. Because it may be necessary to ensure that carriers have adequate spill response plans to limit such damage, the Secretary has directed the department's Research and Special Programs Administration to convene a public meeting with industry and other interested parties to discuss reasonable steps to protect the environment from oil spills, while avoiding undue burden or cost to carriers and shippers.

An Interim Final Rule announcing the Secretary's action will be published this week in the Federal Register. The public meeting has been scheduled for June 28, 1993, in Room 2230, DOT headquarters, 400 Seventh St. S.W., Washington, D.C., from 9:30 a.m. - 5 p.m.

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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
Monday, June 14, 1993

DOT 48-93
Contact: Sam Vass
Tel.: (202) 366-2009

DOT'S INSPECTOR GENERAL SEMIANNUAL REPORT SHOWS RECOMMENDED SAVINGS OF $306 MILLION

A semiannual report of the Department of Transportation's Office of Inspector General (OIG) shows recommended savings totaling $306 million, management commitments to save $443.6 million, and fines, restitutions, recoveries and cost avoidances totaling $18.1 million.

The six-month report for the period ending March 31, 1993, shows that the OIG issued or processed 1,305 audit reports. These reports recommended savings totaling $306 million which includes $164.5 million of funds to be put to better use, $84.5 million of unsupported costs, and questioned costs of $57 million. The OIG also made 733 policy and procedural recommendations for improving the department's operations.

Based on audit reports issued during this and prior periods, a total of $443.6 million has been saved or put to better use. Department managers made decisions to recover questioned costs of $56.7 million and to use resources valued at $386.9 million more effectively.

Investigations completed by the OIG resulted in 65 indictments; 41 convictions; and $18.1 million in fines, court-ordered restitutions, administrative recoveries and cost avoidances.

Audit recommendations were made to the Federal Aviation Administration to require airport sponsors to strengthen property management controls and increase lease revenues to become more self-sustaining. The report also highlights recommendations to Federal Highway Administration officials requiring they thoroughly and objectively review all technically feasible value engineering recommendations and that they seek a higher dollar share of savings from a state for those recommendations arbitrarily rejected by the state.

- more -

Recommendations were made to the U.S. Coast Guard requiring final funding approval be withheld for six of its Acquisition Construction and Improvement projects pending reassessment of need and supporting documentation, and that all approved projects be reassessed prior to funding.

The OIG has continued to review numerous allegations of suspected unapproved parts in the aviation industry. Resources were concentrated on the counterfeit and bogus parts being brokered or improperly repaired by unscrupulous parts distributors and repair station operators. In addition, the OIG is applying the knowledge gained in combating bogus aviation parts to tackle substandard parts and materials in ships, bridges and highways. Investigations also focused on use of substandard steel on federally funded bridge construction projects and false claims submitted by cab drivers for rides provided to disabled persons.

The newly established Office of the Assistant Inspector General for Inspections and Evaluations issued its first reports during this period. Established to provide a quick turnaround, this office has greatly improved the OIG's ability to quickly respond to congressional and departmental requests and conduct systemic reviews of DOT programs.

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FOR IMMEDIATE RELEASE
Tuesday, June 15, 1993

DOT 49-93

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

SEAWAY CORPORATION TO HOST
HISTORIC CANALS AND WATERWAYS MEETING

Top executives from seven of the world's major waterways and canals will share ideas about their operations in London, England, at a two-day meeting hosted by the Saint Lawrence Seaway Development Corporation, an agency of the U.S. Department of Transportation.

The event, entitled *International Canals and Waterways Chief Executive Officers' Meeting*, will take place June 30 and July 1 and is the first meeting of its kind to be convened. It will feature presentations and roundtable discussions on operational topics including management practices, operation and maintenance procedures, maritime safety issues, environmental protection issues, international maritime trade development, pilotage, tolls and application of advanced technology in the operation of international commercial waterways.

Speakers at the London conference who will lead the roundtable discussions are: Dr. John Doviak, managing director, Cambridge Academy of Transport; William O'Neil, secretary general, International Maritime Organization; Richard Pilley, director, Thomas Miller P&I Club; and Dr. Martin Stopford, director, H. Clarkson & Co., Ltd.

Seaway Corporation Administrator Stanford E. Parris, who will facilitate the meeting said, "This is the first time that executives from the world's major waterways and canals will come together to meet and exchange operational and trade ideas. I am confident that they will greatly benefit from the wealth of information and experience that will be shared. The Seaway Corporation is proud to host this important event."

- more -

The canals and waterways participating in the meeting are: Saimaa Canal, Finland; Suez Canal, Egypt; Trollhatte Canal, Sweden; The Danube River Basin Commission, Hungary; Straits of Bosphorus and Dardanelles, Turkey; Tiete Parana, Brazil; and the Corinth Canal, Greece.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, June 17, 1993

DOT 50-93
Contact: Bob Marx
Tel.: (202) 366-5580

U.S. - AUSTRALIA REACH ACCOMMODATION ON AIRLINE SERVICE

U.S. Secretary of Transportation Federico Peña and Australian Minister of Transport and Communications Bob Collins today announced that the United States and Australia have reached an accommodation that addresses current differences regarding bilateral aviation services over the North Pacific.

The understanding was reached following constructive communications with Collins and discussions between Secretary Peña and Australian Trade Minister Peter Cook in Washington on June 10.

The accommodation provides for Australia to permit Northwest Airlines to continue to fly three times per week between New York and Sydney via Osaka, Japan, through Dec. 31, 1993 and to carry Osaka-Sydney passengers on each flight. Northwest also will be allowed to move the route from New York to Detroit where the carrier has more service. In return, the U.S. will allow Qantas Airways to continue operating its normal 10 weekly nonstop flights between Sydney and Los Angeles.

Secretary Peña said that, "This accommodation proves once again the power of negotiation. This is a win-win for both sides and the biggest winner is the traveling public."

It has been jointly agreed that, on an expedited basis, aviation consultations will be initiated with a view to resolving, by the end of 1993, differences that have arisen under the U.S.-Australian Air Transport Agreement and a 1990 Memorandum of Understanding. Australian and U.S. officials have agreed to suspend the arbitration, recently initiated at the request of Australian authorities, during this time.

Northwest Airlines, meanwhile, has indicated that it will discontinue its lawsuits against the government of Australia.

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U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
June 18, 1993

DOT 51-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT TO JOIN EFFORT TO CONVERT DEFENSE TECHNOLOGY TO TRANSPORTATION USES

The Department of Transportation (DOT) will become a full partner, along with the Department of Defense (DOD) and other agencies, in an effort to convert defense technologies into successful commercial transportation projects and high quality jobs, DOT announced today.

Secretary of Transportation Federico Peña said that Dr. Gary Denman, director of DOD's Advanced Research Projects Agency (ARPA), asked DOT to join the effort to stimulate the transition of military technologies into competitive commercial products that will boost U.S. productivity. The defense conversion effort is called the Technology Reinvestment Project (TRP), and is conducted under legislation enacted last year. DOT will also join the Defense Technology Conversion Council, which includes members from other federal agencies.

Secretary Peña said, "I am excited by the idea of being able to bring technological innovations into the transportation arena with the prospect of improving transportation safety and efficiency as well as productivity in the global marketplace.

"Beyond the benefits to the economy, the environment and the traveling public, promoting these new technologies will help with the transition for defense-related companies and workers to a peacetime economy."

TRP has requested proposals for funding for military technologies that can be converted to commercial uses and commercial technologies that can be applied for military uses. The $471 million project was set up under the Defense Conversion, Reinvestment and Transition Assistance Act of 1993.

Promoting the development of new technologies is a top priority for Peña. He said the transportation sector offers some of the most promising uses for defense technologies. DOT will help evaluate applications from companies seeking to convert military technology into specific transportation uses, including transportation infrastructure investments.

(more)

In one application of military technology, ceramic materials developed for the Stealth bomber are planned for use in building a bridge in San Diego. The ceramic material is high strength and light weight which will make the bridge less susceptible to earthquake damage, but unlike steel is not susceptible to corrosion. The ceramics can also be used to develop electrically-propelled transit buses. Another possible conversion involves gas turbines developed for military aircraft and ships that could be used in high-speed locomotives.

Advanced technologies that can be applied to transportation uses could hold enormous market potential, both foreign and domestic, to enhance the nation's productivity and its ability to compete in the world marketplace. Secretary Peña said DOT's participation and expertise will help to ensure that transportation projects selected show the greatest promise to create high quality job opportunities and to improve productivity.

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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 23, 1993

DOT 52-93
Contact: Beverly Sligh
Tel.: (202) 366-2852

25 STUDENTS SELECTED FOR DOT SUMMER INTERN PROGRAM

A 10-week summer intern program for 25 college students is under way at the Department of Transportation, DOT's Office of Small and Disadvantaged Business Utilization (OSDBU) said today.

The DOT program is administered by the Hispanic Association of Colleges and Universities and the National Association for Equal Opportunity in Higher Education. The internships provide a direct link with the minority business community and offer the students challenging and rewarding experiences with minority, women-owned and disadvantaged business enterprises.

The intern program, which began June 7, provides internships for 25 junior and senior undergraduates, as well as graduate students, who have maintained a 3.0 GPA.

This year, along with DOT modal administrations in Washington, participating sponsors include the Washington Metropolitan Area Transit Authority, Amtrak, District of Columbia Department of Public Works, National Association of Minority Contractors, Service Corps of Retired Executives and Pinnacle Financial, Inc., a small business.

"The department is committed to creating and maintaining a diverse work force to meet America's growing transportation needs well into the 21st century," Secretary of Transportation Federico Peña said. "To accomplish this, we must apprise students of the department's career opportunities and encourage them to pursue research and teaching careers in transportation."

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
Thursday, July 1, 1993

DOT 55-93
Contact: Roger Williams
Tel.: (202) 366-1454

DOT IG ANNOUNCES GUILTY PLEA IN GOVERNMENT TRAVEL CASE

Inspector General A. Mary Schiavo of the U.S. Department of Transportation has announced that James L. Emery, who served as administrator of the St. Lawrence Seaway Development Corp. from 1983 to 1991, pleaded guilty in U.S. District Court, Washington, D.C., to submitting false claims for reimbursement from the government for personal travel.

The case was investigated by the DOT Office of Inspector General and prosecuted by the Public Integrity Section of the Justice Department's Criminal Division.

The charges include submitting false claims to the department for reimbursement of travel expenses allegedly incurred while on official government travel, conducting only personal matters while traveling at government expense, billing the government for personal side trips taken while on official travel and falsifying receipts for lodging expenses.

As a result of the false claims, Emery received reimbursement in excess of $9,000 from the government. As part of his plea agreement, he repaid the full amount to the transportation department.

The violation carries a potential penalty of five years in prison and a $250,000 fine. Sentencing has been set for Sept. 8.

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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, July 6, 1993

DOT 57-93
Contact: Bill Mosley
Tel.: (202) 366-5571

AIRLINE DELAYS, COMPLAINTS DOWN IN MONTH OF MAY

The 10 largest U.S. airlines enjoyed their second best on-time arrival performance in May while consumer complaints fell to almost a record low that month, according to the Department of Transportation's Air Travel Consumer Report.

The carriers posted an 87.1 percent on-time rate in May, compared to April's 82.9 percent and the 86.6 percent recorded in May 1992. Since the department began collecting on-time arrival data in September 1987, the only better monthly performance was September 1991's 87.9 percent. When compiling the data, DOT does not count delays caused by mechanical problems.

Consumers registered 399 complaints with the department regarding airline service in May, down from April's total of 545 and last year's total of 490. The only month with fewer complaints since the government began publishing figures in 1970 was the 397 total reported in November 1992.

The airlines also reported a mishandled baggage rate of 4.63 per 1,000 passengers in May, an improvement over April's 5.17 mark.

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.

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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
July 13, 1993

DOT 58-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

PEÑA NAMES ADM. BUSICK TO HEAD
KEY SECURITY-INTELLIGENCE OFFICE

Secretary of Transportation Federico Peña announced today he has appointed U.S. Coast Guard Rear Adm. Paul E. Busick to head DOT's Office of Intelligence and Security.

Since 1991, Busick has served as deputy chief, Office of Law Enforcement and Defense Operations at Coast Guard Headquarters. In that assignment, he supervised the Coast Guard's intelligence and security programs, defense initiatives, and drug, fishery and migrant law enforcement operations. He has also served at five air stations, including assignments as commander of the Coast Guard Air Station in San Francisco and the Aviation Training Center in Mobile, Ala.

Secretary Peña said, "Adm. Busick has demonstrated his ability to handle tough jobs. He will direct a key operation that makes a difference in the security and safety of American travelers. The office has brought transportation security concerns to the highest levels of the government and the national intelligence community. It provides me with timely information, and helps me in coordinating issues with industry and law enforcement officials."

Reporting directly to the secretary, the office is responsible for the strategic planning, coordination and oversight of all transportation security and intelligence activities. The office director is DOT's chief liaison in working with the national intelligence community and law enforcement agencies, including the National Security Council.

Busick succeeds Vice Adm. Clyde E. Robbins, who headed the office since it was established in 1990 in response to a recommendation by the President's Commission on Aviation Security and Terrorism. Robbins has retired.

Adm. Busick graduated from the National War College in 1989. In 1992, he was selected for flag rank and recently assumed the rank of admiral.

(more)

Busick, 48, a native of Lindenhurst, N.Y., is a 1966 graduate of the Coast Guard Academy. He received a master of science degree in industrial administration from Purdue University in 1979.

He is married to Sarah Mullikin of West Lafayette, Ind. He has three sons, Paul Jr., Don, and Thomas.

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FOR IMMEDIATE RELEASE
Tuesday, July 13, 1993

DOT 59-93
Contact: Roger P. Williams
Tel.: (202) 366-1454

DOT IG ANNOUNCES GUILTY PLEAS AND SENTENCES FOR FALSIFYING REPORT

Inspector General A. Mary Schiavo of the U.S. Department of Transportation announced that Korte Plocher Construction Co., Inc., and two officers of the company pleaded guilty on June 30 to conspiracy to file false quality control reports concerning substandard work on the Eads Bridge in East St. Louis, Ill.

The corporation and officers, Robert Plocher and James Spaeth, filed false reports concerning the structural steel bolts which secured the rail bridge structure to the concrete piers.

The IG investigation was based on information received from the Bi-State Development Agency, the regional transit provider for the St. Louis (Illinois and Missouri) metropolitan area.

Korte Plocher was a prime contractor on one segment of the St. Louis Metrolink project -- a congressionally mandated mass transit project to build a light rail system from East St. Louis, Ill., to the St. Louis airport. The estimated federal share of the project is $450 million.

Errors in how the concrete piers were constructed required Korte Plocher's iron workers to cut the lengths of the 25-inch anchor bolts in order to attach the rail structure to the concrete support piers. The contract called for the anchor bolts to be set a minimum of 16-inches into the concrete piers. The investigation determined that 92 percent of the anchor bolts were set below that standard endangering the entire structure.

- more -

The corporation waived a pre-sentence report and was fined $100,000. The corporation's surety company paid in excess of $180,000 to replace the defective bolts. No sentencing date has been set for the individual defendants.

In February, the Korte Plocher Co. was found guilty of violating the department's Disadvantaged Business Enterprise (DBE) program. The company was fined $32,000 and agreed to pay $40,000 in restitution to the By-State Development Agency. This was the first prosecution of a violation of the DBE program under the Federal Transit Administration's grant program.

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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, July 13, 1993

DOT 60-93
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT UPDATES REPORTS OF RIVER
FLOODING ON AREA TRANSPORTATION

The U.S. Department of Transportation continues to monitor the disruptions in air, rail, highway and marine transportation resulting from continued rain and further flooding of the Mississippi, Missouri and Illinois Rivers, as well as the Raccoon and Des Moines Rivers in Iowa.

According to DOT, full damage to the area and regional transportation systems in the midwest states cannot be assessed until floodwaters recede. Rodney E. Slater, administrator of the Federal Highway Administration, will overfly the flood area [illegible]day to inspect highway damage.

DOT's Office of Emergency Transportation reports:

o Airports: The following small airports are now closed: in Missouri, Jefferson City and Washington Memorial Airports, Hermann Municipal, Lexington Municipal, and St. Charles County Smartt Airports; Iowa, Emmitsburg Municipal, Amana, Morningstar and Clarion Airports; in Kansas, Sherman Army Airfield in Fort Leavenworth Airport; and in Minnesota, Belle Plain Airport.

St. Paul Downtown Holman Field is open for daylight operations only. Jefferson Memorial Airport in Iowa is back in service.

The Federal Aviation Administration, in order to reserve air space for relief activities, is restricting flights below 3,000 feet over the center lines and three miles on either side of both the Missouri and Mississippi Rivers. The restrictions apply to the Missouri River from Arrow Rock, Mo. to St. Louis, and on the Mississippi from Keithburg, Ill., to the Perryville, Mo./Chester, Ill. area.

o Highways: Interstates 35 and 80 in Iowa are now open and all Interstate highways are open in Missouri. No Interstate highways in the flood area are closed. Still closed to general traffic, however, are four highway bridges over the Mississippi River including U.S. 54 at Louisiana and U.S. 36 at Hannibal (emergency traffic only), both in Missouri; U.S. 52 at Savanna, Ill. and U.S. 13 at Keokuk, Iowa. The Bayview Bridge at Quincy, Ill., carrying U.S. 24, is the only bridge open (automobile traffic only) between St. Louis and Fort Madison, Iowa. Nebraska Highway 8 bridge over the Nemaha River near Dubois has been washed away.

-more-

O Rail: Exact information is difficult to compile because the situations change frequently. Amtrak operations southwest from Chicago through to the west coast are severely disrupted. The California Zephyr service terminates at Denver. The Southwest Chief will operate from Albuquerque to Los Angeles only. Trains in the Chicago/St. Louis/Kansas City corridor have also been affected.

A 150-foot auxiliary bridge near the Grand River at Bosworth, Mo. washed out on Santa Fe's double track mainline from Chicago to Los Angeles. It is estimated that it will take 10 days to two weeks to replace the bridge and raise the approach tracks.

The Chicago and North Western Railroad's main line between Chicago and Council Bluff, Iowa, is back in service, but there are heavy delays.
The SOO Line's Chicago-Kansas City service is disrupted for a week or more because the main lines at Muscatine and Davenport, Iowa are out of service. The main line between Chicago and Council Bluffs on the Iowa Interstate Railroad is out because a 30-mile stretch between Colfax and Van Meter, Iowa is reportedly under water.

Some other affected lines and time needed for repairs include:

Union Pacific, between Kansas City-St. Louis (repair time unknown)
Ottumwa - Burlington, Iowa (7-10 days).
Table Rock - Wymore, Neb. (7-10 days).
Barstow - Clinton, Ill. (two weeks).
Machens - Cape Girardeau, Mo. (two weeks).
St. Joseph - Kansas City, Mo. (three days).
Albia, Iowa - Des Moines (repair time unknown).
West Quincy - Cosgrove, Mo. (two weeks).

o Marine Traffic: The Mississipi River is closed from Dubuque, Iowa, to Cairo, Ill.; the Missouri River is closed from just north of St. Joseph, Mo. to St. Louis, and the Illinois River is closed from Peoria to St. Louis.

The Coast Guard continues to restrict boating and shipping along the river and generally is assisting communities and individuals with flood relief, including search and rescue activities, emergency evacuations and environmental monitoring.

Three Coast Guard strike teams have been deployed to assist with flood operations and 10 disaster response units are assisting local governments with law enforcement. Two Coast Guard facilities are affected: One in Keokuk is closed and Coast Guard Base St. Louis may be closed.

The department continues to work with the Federal Emergency Management Administration (FEMA) and other federal, state and local agencies in coordinating disaster assistance. DOT has provided some personnel at FEMA's two regional operations centers, which are now open in Chicago and Kansas City.

DOT will update these reports every other day. Today's information is current as of 10 a.m. Further information may be obtained on a twice daily basis during the week by contacting the department's Transportation Radio Network on 1-800-526-1144.

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U.S. Department of Transportation

News:

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

midwest flood update #4

FOR IMMEDIATE RELEASE
Tuesday, July 20, 1993

DOT 63-93
Contact:Roslyn Kaiser
Tel.: (202) 366-5571

PEÑA MOBILIZES TRANSPORTATION RESOURCES TO DEAL WITH FLOODED MIDWEST AREAS

Secretary of Transportation Federico Peña today waived certain trucking restrictions to allow emergency supplies to continue to move into the flood-stricken midwest area and mobilized the Department of Transportation's highway and rail inspectors to begin damage assessment as quickly as possible as the flood waters recede.

Secretary Peña announced he will make a third visit to the area Wednesday morning to inspect bridges in Keokuk, Iowa and Quincy, Ill. "Although we do not know the magnitude of the problem yet," he said," the department is actively pursuing every likely avenue of assistance now available. DOT has a wealth of human resources -- knowledgeable experts in the skills needed to plan and implement the recovery. We are offering our expertise and will assign personnel to help as needed."

The latest transportation reports from DOT include:

o <u>Highways:</u> The U.S. 136 bridge across the Mississippi from Keokuk, Iowa to Hamilton, Ill. opened last night. The Route 51 bridge between Chester, Ill. and Perryville, Mo. (60 miles south of St. Louis) is now closed; the bridge was the only crossing between St. Louis and Cape Girardeau (about 100 miles).

Interstates still closed: I-380 between Iowa City and Cedar Rapids. The eastbound lanes of I-80 at Mitchelville and west of Newton, Iowa (mileposts 149/156). In North Dakota, the interchange of I-29 and I-94; I-94 eastbound for 10-15 miles west of milepost 242 at Jamestown; I-94 eastbound at Steele; I-94 at milepost 305 is closed for 12 miles east of Valley City

Also closed, U.S. 36 at Hannibal and U.S. 54 at Louisiana, both in Missouri; Ill. 96 at Ft. Madison, Iowa; U.S. 24 bridge between Quincy, Ill. and Taylor, Mo.; Route 92 between Illinois City and Muscatine, Iowa.

Because of the emergency conditions in the region, the Federal Highway Administration has waived many restrictions on trucking companies that are providing assistance to those affected by the flooding.

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o Airports: The Federal Aviation Administration's (FAA) temporary flight restrictions over downtown Des Moines have been lifted. Flight restrictions are still in effect for flights below 3,000 feet for two miles on either side of the edge of the floodwaters from Keithburg to Cairo, Ill. on the Mississippi and from the confluence of the Mississippi and Missouri Rivers upstream to Kansas City on the Missouri River.

Thirteen small airports are still closed. Although Clarion (Iowa) Memorial Airport has reopened, three others in Missouri have closed: Creve Couer, Haerr Field, and St. Charles Municipal Airports. Previously announced closed airports are: in Missouri, Jefferson City and Washington Memorial Airports, Hermann Municipal, Lexington Municipal, and St. Charles County Smartt Airports; in Iowa, Emmitsburg Municipal, Amana, and Morningstar Airports; in Kansas, Sherman Army Airfield at Fort Leavenworth Airport; and in Minnesota, Belle Plain Airport.

FAA continues to expedite the repair of damaged navigation aids and landing systems -- 37 facilities at 26 airports -- which have been affected by the flood but are still functioning.

o Rail: Amtrak's Chicago-Los Angeles train (Southwest Chief) via Kansas City is again only operating from Los Angeles to Albuquerque due to track problems around Hutchinson, Kan. Alternate Chicago/Los Angeles service is available on the Desert Wind, via Denver.

Washouts are beginning on the Burlington Northern line between Fargo and Grand Forks, N.D. A 10 mph "slow order" has been placed on the affected segment to assure safe operation with minimum stress on the track.

The Atchison, Topeka & Santa Fe mainline bridge at Bosworth, Mo. is washed out and will need extensive repairs. However, the Santa Fe bridge at Fort Madison, Iowa, has been reopened, allowing a joint reroute of Santa Fe trains over the Burlington Northern line to bypass the washed out Bosworth bridge. Although there are delays, the two lines are now offering joint Chicago-Kansas City freight service.

The Union Pacific line from Kansas City to Omaha remains closed. The line between Jefferson City, Mo. and St. Louis will be reduced to single track in two places.

o Marine: The Coast Guard has been asked by the Red Cross to ferry drinking water to stranded residents of Allentown, Mo. There are now 224 Coast Guard reservists participating in flood activities.

Lock #11 on the upper Mississippi is now open (Locks # 12-27 remain closed). It will take several weeks for the Coast Guard to replace channel markers and buoys. Once the locks are restored, it may take a month or more to clear all stranded barges, because of speed and size restrictions. There are about 1,000 barges waiting to move cargo up and down the upper Mississippi. Barges on the Mississippi below St. Louis and on the Missouri, where there are no locks, will be able to resume operations when the water levels drop.

The ripple effect of the flooding on ocean shipping is now being felt as far away as Los Angeles, as cargo moving by truck and train from the east and midwest in landbridge operations is being delayed.

This information is current as of 2 p.m. today. Further information may be obtained on a twice daily basis during the week by contacting the department's Transportation Radio Network at 1-800-526-1144.

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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
Monday, July 26, 1993

DOT 65-93
Contact: Bill Mosley
Tel.: (202) 366-5571

CONTINENTAL TENTATIVELY SELECTED
FOR SERVICE TO COLOMBIA

The Department of Transportation today tentatively selected Continental Airlines to fly between Houston and Colombia.

Both United Air Lines and Continental applied for authority to become the second U.S. passenger carrier to serve Colombia. United tentatively received backup authority for Miami-Bogota service. Currently, American Airlines flies to Colombia out of its Miami gateway.

In a show-cause order, the department tentatively concluded that Continental's proposal would offer greater service benefits to the public. Continental would provide single-plane service to three Colombian cities -- Bogota, Cali and Barranquilla -- from a new U.S. gateway, while United proposed single-plane service to only one city. Continental also proposed to operate more frequencies than United.

The department also noted that Continental would provide the first single-plane service to South America from Denver and the first U.S.-flag service in the Los Angeles-Colombia market. The carrier's Houston hub would provide new and more convenient service to a new region of the country, the department said.

Comments on the show-cause order are due by noon on Aug. 2, with answers due Aug. 5.

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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, July 29, 1993

DOT 68-93
Contact: Bill Mosley
Tel.: (202) 366-5571

SANCTIONS PROPOSED AGAINST
CHINESE CARRIERS FOR
ANTICOMPETITIVE PRACTICES

Secretary of Transportation Federico Peña said today the Department of Transportation will take appropriate action against two Chinese air carriers engaged in unfair competitive practices against a U.S. carrier.

The department, responding to a complaint from the U.S. all-cargo carrier Evergreen International Airlines, has proposed to prohibit Chinese carriers Air China and China Eastern from providing any U.S.-China all-cargo services. Also, the two carriers will be required to file their schedules for all of their U.S.-China services.

"We will vigorously defend the rights of our carriers to compete abroad," Secretary Peña said. "When U.S. carriers' rights to compete under our bilateral agreements are violated, we are prepared to take tough but appropriate action. We honor our agreements, and we expect our partners to do the same."

Evergreen filed its complaint with the DOT on June 1. The company said that the two Chinese carriers have threatened Evergreen's customers with retaliatory actions, including denying them space on the Chinese carriers' flights, if they continue doing business with Evergreen. The two carriers have also told shippers that foreign carriers will be restricted to no more than 30 percent of freight outbound from China, Evergreen said.

The department, in response to the complaint, said the Chinese carriers' actions are anticompetitive and hinder Evergreen's ability to market its services in China. Also, since the Chinese government has not taken action to restrain its carriers, it has violated the U.S.-China bilateral aviation agreement, the department said.

Comments on the proposed sanctions are due in 10 days, and answers seven days later.

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