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.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, 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.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE 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.

# #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, 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.

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.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, 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-

0 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.

####

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 Highways: 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.

-more-

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.

# # # # #

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.

####

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.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 4, 1993

DOT 70-93
Contact: Bill Mosley
Tel.: (202) 366-5572

U.S. INTERNATIONAL AIR TRAFFIC SHOWED STRONG GROWTH LAST YEAR, ACCORDING TO DOT REPORT

The volume of passenger traffic between the United States and other countries rose nearly 10 percent in 1992 compared to the previous year, according to a report issued today by the Department of Transportation.

"U.S. International Air Passenger and Freight Statistics: Calendar Year 1992" provides data on the number of passengers and freight tons carried by air between the United States and other countries and regions. It shows that 87.3 million passengers flew between the United States and other countries in 1992, compared to 79.5 million in 1991.

This is the first monthly issue of the report based on the T-100 traffic reports submitted by airlines to the department. A second report will be issued shortly covering the first quarter of 1993. Subsequent reports will be issued monthly.

For both passenger and freight traffic, the report indicates the volume of scheduled and charter service and the percentage of each carried by U.S. airlines. Also included is a ranking of U.S gateways for international passenger and freight service.

-more-

Among the facts included in the report:

o In 1992, Canada retained its top rank in total passenger volume to and from the United States, followed in order by the United Kingdom, Japan, Mexico and Germany.

o New York remained the largest U.S. international gateway in 1992 with 15.6 million passengers, followed by Miami (10.6 million), Los Angeles (10.3 million) and Honolulu (6 million).

o U.S. international air freight tonnage grew by more than nine percent in 1992 over the previous year. Miami was the largest U.S. international freight gateway, followed by New York and Anchorage, Alaska.

o Japan was the largest freight country market. The United Kingdom and Germany ranked second and third, respectively, as the United States' principal freight markets.

The report should not be confused with another data source on international air passenger traffic, the I-92 reports, which are also published by DOT. The collection methods and scopes of the two reports differ, as may the data contained in them.

Persons interested in receiving this or subsequent "U.S. International Air Passenger and Freight Statistics" reports should contact Diane Johnson, International Data Systems Division, Office of International Aviation, Department of Transportation, 400 Seventh St., S.W., Washington, D.C. 20590, telephone (202) 366-2372.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
August 5, 1993

DOT 71-93
Contact: Hal Paris
Tel.: (202) 366-5571

AIRLINE DELAYS, COMPLAINTS UP SLIGHTLY IN JUNE

Complaints against the nation's airlines were up slightly in June and the on-time performance of the 10 largest U.S. carriers did not match May's showing, the Department of Transportation said today.

According to the department's monthly Air Travel Consumer Report, the carriers posted an 83.2 percent on-time rate in June, slipping slightly from the 87.1 percent recorded in May. But the on-time arrival performance was better than the 81.0 percent reported in June 1992.

Consumers registered 448 complaints with the department regarding airline service in June, up from May's total of 399 but 27 percent below the June 1992 total of 625.

For the month of June, the airlines reported a mishandled baggage rate of 5.35 per 1,000 passengers, well above the 4.63 rate reported in May but still better than the 5.68 recorded in June 1992. For the first six months, the airlines mishandled baggage at a 5.97 clip compared to the 5.61 rate reported in the first six months of last year.

Consumers were reminded that they can obtain on-time performance of specific flights by calling their airline ticket offices or their travel agents.

# # # #

U.S. Department of Transportation

Office of the Secretary
of Transportation

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

Official Business
Penalty for Private Use $300

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, August 6, 1993

DOT 72-93
Contact: Roslyn Kaiser
Tel.: (202) 366-5571
DOE: Elizabeth Tobey
Tel.: (202) 586-5806

DOT/DOE PROMOTE JOINT DEFENSE-
CONVERSION TECHNOLOGY RESEARCH

Secretary of Transportation Federico Peña and Secretary of Energy Hazel O'Leary today announced a joint agreement that will promote the use of the technology expertise of the Energy Department's national laboratories for research on DOT's Intelligent Vehicle/Highway System (IVHS).

Secretary Peña said, "Our actions today directly respond to the President's commitment to ensure the continued use of existing defense-related research facilities. The technology base that these and other DOE laboratories has developed is particularly relevant to the research needs of our IVHS 'smart highways' program. IVHS is one of the best examples of the many transportation applications of defense technologies."

"We are advancing the Energy Department's policy of using technology and know-how developed in the labs to serve national needs," said Secretary of Energy Hazel O'Leary. "This agreement will allow the national laboratories to provide assistance in developing research projects, plans, technical advice and direction to the Department of Transportation."

DOT was also encouraged to use the capabilities of existing national laboratories for development of IVHS technologies by portions of the Intermodal Surface Transportation Efficiency Act of 1991.

The two agencies signed a Memorandum of Understanding which builds on a long-standing cooperative working relationship between DOT and DOE as they continue their key roles in basic research. Together, the departments will help solve traffic congestion problems, improve highway safety and reduce the harm that automobile traffic does to the environment. The IVHS project is expected to dramatically change the way traffic and transportation of goods are managed in the future.

The department's Federal Highway Administration (FHWA) has the lead in the development of IVHS. DOT's departmental research projects are coordinated by the Research and Special Projects Administration (RSPA).

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 11, 1993

DOT 73-93
Contact: Beverly Sligh
Tel.: (202) 366-2852

DOT WILL AWARD GRANTS TO 10 HISTORICALLY BLACK COLLEGES AND UNIVERSITIES

The Department of Transportation's Office of Small and Disadvantaged Business Utilization (OSDBU) today announced it will award grants to 10 Historically Black Colleges and Universities (HBCUs) that were chosen through a nationwide competition to participate in OSDBU's Student Training and Education Program (STEP).

"This program will combine the efforts of government, HBCUs and the private sector to foster diversity in educational opportunities for college students in the field of transportation. It will also promote the further participation of disadvantaged business enterprises in competition for transportation-related contracts," Secretary of Transportation Federico Peña said.

Grants in the amount of $80,000 each will be awarded to the following HBCUs: Alabama A&M University, Normal, Ala.; Dillard University, New Orleans; Elizabeth City State University, Elizabeth City, N.C.; Grambling State University, Grambling, La.; Hampton University, Hampton, Va.; Jackson State University, Jackson, Miss.; Langston University, Langston, Okla.; Morgan State University, Baltimore; Morris-Brown College, Atlanta; and North Carolina A&T State University, Greensboro, N.C.

The 12-month program 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 knowledge 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.

- more -

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.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

Official Business
Penalty for Private Use $300

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
August 11, 1993

DOT 75-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

DOT SUSPENDS TRAVEL TO LAGOS, NIGERIA AIRPORT, SAYS IT LACKS EFFECTIVE SECURITY MEASURES

The U.S. Department of Transportation is suspending air service between the U.S. and Murtala Muhammed International Airport in Lagos, Nigeria.

Last Oct. 8, the secretary of transportation determined that the Lagos airport did not maintain and administer effective security measures. He also found that the conditions at the airport threatened the safety and security of passengers, aircraft and crew traveling to or from Murtala Muhammed Airport.

Since the October announcement, the Federal Aviation Administration has provided substantial technical assistance to the Government of Nigeria to help it improve the airport's security.

However, despite this assistance, a subsequent assessment of Lagos Airport found that it still does not maintain effective security measures and that conditions there threaten the safety of passengers, aircraft and crews traveling through the airport. As a result, the Department of Transportation, in an order issued today, is discontinuing the authority of U.S. and foreign air carriers to operate between the U.S. and the Lagos Airport. The order specifically prohibits Nigeria Airways Ltd. from operating between the U.S. and the Lagos Airport.

In September 1992, a team of security experts from the FAA assessed the security measures at the Lagos Airport and found they did not meet minimum international standards. On Oct. 8, DOT directed air carriers issuing tickets for travel between the U.S. and Lagos to notify passengers of that determination and directed that the determination be displayed at all U.S. airports.

Under the International Security and Development Cooperation Act of 1985, DOT assesses security at foreign airports with direct service to the U.S. If the secretary finds that security at an airport does not meet international standards, the department is required to notify the foreign government of the findings and recommend corrective actions. The secretary also has the authority to suspend air services between the U.S. and the airport in question.

# #

85

U.S. Department of Transportation

News:

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

August 12, 1993

Joint Statement By The Secretary of Transportation
The Secretary of Labor
Director, Office of Personnel Management

Today, the President ended the indefinite bar on Federal Aviation Administration employment of striking air traffic controllers. While this Administration does not condone illegal job actions in the Federal government, reasonable people would agree that, after twelve years, former air traffic controllers should be able to reapply for employment with the FAA. The President believes that it is time to put this chapter of labor-management relations behind us. Although the FAA needs to fill only a very limited number of jobs, it is appropriate that former controllers be eligible to fill some of those vacancies. Of course, rehired controllers would have to meet the same stringent employment, training, and certification requirements as any current controller.

In the spirit of the President's decision, the U.S. Office of Personnel Management will waive the rules that have denied these air traffic controllers the same employment opportunities as other former Federal workers. OPM Director James King noted, "It's a good feeling to help bring to an end this chapter in our history."

"We need strong, cooperative relationships between management and labor in this country. This decision demonstrates how important changing the tenor of that relationship is to this Administration," said Labor Secretary Robert Reich.

Secretary of Transportation Federico Peña added, "America's air traffic control system is the safest in the world, and we are committed to maintaining its integrity. Consistent with those goals, we believe that after more than a decade, the time has come to allow former air traffic controllers to apply for new openings in their field. Let us leave behind the divisions of the past."

# # # #

184

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 18, 1993

DOT 76-93
Contact: Dennis E. Deuschl
Tel: (202) 366-0110
or
Kevin P. O'Malley
(202) 366-9816

SEAWAY CORPORATION CO-SPONSORS THIRD ANNUAL EMERGENCY RESPONSE EXERCISE

An emergency response exercise on the St. Lawrence River will be co-sponsored by the Saint Lawrence Seaway Development Corporation and the Jefferson County (N.Y.) Emergency Management Office on Aug. 21.

The exercise will take place in Alexandria Bay, N.Y., and involve more than 250 participants from 41 U.S. and Canadian local, state, provincial and federal agencies and environmental groups that have been designated in the Seaway Corporation's Emergency Response Plan to assist in any emergency situation along the St. Lawrence River.

The scenario for the exercise involves a tour boat departing the docks in Alexandria Bay that, while negotiating a turn, gets caught in the strong river current and collides with a tanker carrying xylene, a hazardous cargo. The captain of the tanker, in an attempt to avoid and/or minimize the impact, loses control of the vessel and runs aground on Pullman Shoal. The simulation will provide the participants the opportunity to address emergency medical evacuation, hazardous material spill containment and cleanup, and firefighting issues.

This year's exercise is the third joint exercise co-sponsored by the Seaway Corporation. Last August, it co-sponsored a grounded tour boat exercise near Louisville, N.Y., with the St. Lawrence County (N.Y.) Office of Emergency Services. In 1991, the exercise simulated a terrorist/oil spill outside Waddington, N.Y.

The exercise provides an opportunity for emergency and cleanup agencies to contribute their specialized skills and apply their training to a simulated incident, remarked Seaway Corporation Administrator Stanford E. Parris.

- more -

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 8, 1993

DOT 83-93
Contact: Bill Mosley
Tel.: (202) 366-5571

FLIGHT DELAYS, MISHANDLED BAGS
DOWN IN JULY, DOT REPORTS

The nation's largest airlines improved their on-time arrival and baggage handling records in July, the Department of Transportation said today in issuing its monthly Air Travel Consumer Report.

The 10 largest U.S. carriers posted an 86.1 percent on-time rate in July, up from June's 83.2 percent and considerably better than last July's showing of 79.8. In compiling the data, delays caused by mechanical problems are not counted.

The airlines reported a mishandled baggage rate of 5.18 per 1,000 passengers in June, an improvement over June's 5.35 mark and July 1992's 5.94.

Consumers registered 580 complaints with the department in July regarding airline service, more than June's total of 448 but better than the 846 complaints recorded in July 1992.

U.S. airlines denied boarding to, or bumped, 12,101 passengers in the second quarter of 1993, a rate of 1.05 per 10,000 passengers. By comparison, the carriers had bumping rates of 0.75 per 10,000 during the April-June period of 1992 and 1.24 during 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.

####

U.S. Department of Transportation

Office of the Secretary
of Transportation

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

U.S. Department of Transportation

News:

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

<u>FOR IMMEDIATE RELEASE</u>
Wednesday, September 8, 1993

DOT 84-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT PROPOSAL WOULD AID DISABLED IN ACCESS TO SMALL AIRCRAFT

Secretary of Transportation Federico Peña, stressing the importance of accessibility to the nation's air transportation system, today announced a DOT proposal to require that airlines and airports work together to make lifts or other boarding devices available to disabled air passengers flying on small commuter aircraft.

"Access to the nation's transportation system makes a difference to all of us, enabling us to hold a job, obtain an education and enhance the quality of our lives," Peña said. "This is equally true for persons with disabilities. Creating a barrier-free transportation system is a high priority, and I look forward to working with airlines and airports to help make this a reality."

In a Notice of Proposed Rulemaking, the department said that although its Air Carrier Access Act (ACAA) regulations require carriers to provide boarding assistance to disabled passengers, they provide a partial exception for some small aircraft. When the physical limitations of an aircraft with less than 30 seats preclude the use of lifts, carrier personnel are not required to carry a passenger onto the aircraft, although they are permitted to provide such assistance if they wish.

-more-

Under the DOT proposal, each airport and each carrier serving a particular airport must agree to provide lifts, ramps or other devices to ensure that passengers can enter and leave small aircraft. The department proposed that these agreements be completed within nine months of the effective date of the final rule and full accessibility to small aircraft be achieved within three years.

Requiring carriers and airports to work together will address the issue of who is responsible for assuring accessibility, the department said. In the past, carriers and airport operators have each contended that the other should bear the primary responsibility.

The proposal would allow carriers and airports to use the lift, ramp or other device that would be most suitable for a particular aircraft. However, the department noted that lifts or other devices could damage certain small aircraft. The proposal seeks updated information on the types of lifts available and their suitability for various models of commuter aircraft. The department also asks for comment on whether the rule should allow carriers to seek a waiver from the requirements if the use of a lift or other device would risk damage to a particular type of aircraft.

This proposal was developed in response to a request for additional information and comment issued at the same time as the ACAA regulations. In addition, the department in June 1992 held a workshop on improving access to small aircraft which included representatives of commuter airlines, disability groups, and aircraft and lift manufacturers.

Comments on the proposal are due 90 days after its publication in the Federal Register.

####

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, September 7, 1993

DOT 81-93
Contact: Dennis E. Deuschl
Tel: (202) 366-0110
or
Kevin P. O'Malley
(202) 366-9816

SEAWAY TRADE MISSION EXPLORES RUSSIAN TRADE OPPORTUNITIES

The Russian cities of St. Petersburg and Kaliningrad will be the sites for the Saint Lawrence Seaway Development Corporation's fall Seaway Trade Mission, Sept. 11-18.

Fourteen U.S. and Canadian maritime and business representatives are delegates on the one-week mission led by Seaway Corporation Administrator Stanford E. Parris. The mission will mark the third visit by a Seaway trade mission to the city of St. Petersburg and the first trip to Kaliningrad.

The delegation will be made up of representatives from carrier companies, terminal operators, ship and cargo brokers, port authorities, exporters and importers, government agencies, maritime labor, and other maritime or transportation-related organizations.

Administrator Parris noted that Russia was chosen for this mission primarily because of its historically strong trade ties with the Great Lakes Seaway System, especially for the movement of grain.

"Russia is the No. 1 market for North American grain and St. Petersburg is the No. 1 port of entry for that grain," Parris said. "Great Lakes/Seaway ports have a strong marketshare of that grain, shipping more than 4.5 million tons last year alone. It is important that the Seaway officials on this mission continue to market the waterway to Russian importers as the most cost-effective transportation route for the movement of North American grain."

Parris added that Kaliningrad is an important Russian city for the Seaway System because it is the home port of the Baltic Shipping Co., which has provided a regular liner service between the Great Lakes and Russia since 1991.

In both cities, the delegates will conduct a formal presentation about the Seaway System and will have private, individual business meetings with local business, government and maritime representatives. The mission will be the 12th trade mission the Seaway Corporation has sponsored since 1985.

# # # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, September 24, 1993

DOT 89-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT IMPOSES SANCTIONS AGAINST CHINESE CARRIERS FOR ANTICOMPETITIVE PRACTICES

Secretary of Transportation Federico Peña said today that the Department of Transportation will not allow two Chinese air carriers to provide any U.S.-China all-cargo services because they have thwarted a U.S. carrier's right to operate air cargo service into China.

Today's action makes final the sanctions proposed by the department on July 29 when it responded to a complaint from the U.S. all-cargo carrier Evergreen International Airlines. The department had proposed to shut down the U.S. all-cargo services of Chinese carriers Air China and China Eastern. On that date, the department also required the two Chinese carriers to file schedules for all of their U.S.-China services.

"We encouraged all the carriers to reach an agreement on their own, but we can no longer wait," Secretary Peña said. "Evergreen continues to be denied the ability to operate its rights to China as provided for under the bilateral agreement. We will continue to protect U.S. carriers against discriminatory conduct by foreign carriers and governments."

Evergreen, which filed its complaint on June 1, 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.

-more-

The department 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.

Termination of the Chinese carriers' services will take effect in 14 days unless an agreement is reached, the department added.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, September 24, 1993

DOT 90-93
Contact: Bill Mosley
Tel: (202) 366-5571

U.S., GERMANY REACH INTERIM AGREEMENT ON AIR SERVICES

In a move that will provide the flying public with expanded access to Europe and enhance opportunities for U.S. airlines and air cargo companies, Secretary of Transportation Federico Peña today announced that the United States and Germany have signed an interim bilateral aviation agreement.

"The agreement not only expands air service between the two countries, but it also sends an important signal that the future of international aviation lies in open sky relationships with other nations," Secretary Peña said.

The agreement represents a commitment by both governments to preserve the current liberal agreement and is an important step in promoting greater aviation opportunities for U.S. and German carriers and for ensuring comprehensive, competitive services for the public, Peña said.

Assistant Secretary of State for Economic and Business Affairs Dan Tarullo said, "This agreement has two key features. First, it commits both sides to move towards an open skies arrangement. Second, even in this four-year interim period, there will be more flying to and through the U.S.-German market."

A new provision allows "open skies" or unlimited air cargo services for the carriers of both countries, creating only the second such cargo regime in U.S international service. A U.S.-Netherlands open skies agreement was signed in September 1992.

-more-

"This agreement will provide the traveling public with more flights to more cities in Germany, with the prospect of completely open skies in the near future," the Secretary said. "It preserves U.S. access to one of the most important European markets, provides opportunities for greater competition, and points the U.S.-German aviation relationship in a path-setting, liberal direction with the ultimate objective of achieving an open skies relationship between our countries.

"This new agreement demonstrates that the United States can maintain liberal aviation agreements with our trading partners and make interim adjustments as long as the ultimate goal is to achieve an open skies regime," Secretary Peña added.

Also included are rights for U.S. carriers to offer code-share service into Germany with third-country carriers, liberalized charter services and limited growth for U.S. carriers in the German and third-country markets over a four-year period. Following this transition period, the countries will resume the present liberal aviation relationship. Both sides agreed to begin discussions by April 1, 1994 on moving toward a full Open Skies relationship by the end of the new agreement.

The agreement also has important benefits for German carriers, which will be authorized to provide service to 25 U.S. cities. In addition, an innovative marketing alliances arrangement will enable German carriers to offer limited numbers of code share services in conjunction with U.S. carriers to many U.S. destinations beyond these gateways.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, September 28, 1993

DOT 91-93
Contact: Richard Mintz
Tel. No: (202) 366-5580
Barry McCahill
Tel. No.: (202) 366-9550

PENA CALLS HIGHWAY SAFETY CRITICAL TO HEALTH CARE REFORM

Says Stepped Up Efforts Could Save $1 Billion Each Year

Noting that motor vehicle crashes cost the nation $14 billion in health care expenditures each year, U.S. Transportation Secretary Federico Peña today called for stepped-up national efforts to reduce drunk driving and encouraged all Americans to use seat belts as part of President Clinton's health care reform initiative.

"Further improvements in highway safety will be powerful medicine in the war to contain health care costs. The President has asked all Americans to participate in this unprecedented reform and the highway safety community is prepared to do its part. Preventing many of the deaths and injuries on our roads can reduce health care costs by $1 billion each year. We save $35,000 in health care costs for each serious injury prevented," Secretary Peña said.

In keeping with Secretary Peña's desire to reduce health care costs, the Department of Transportation will send letters to 28 states advising them that in October 1994, money will be transferred from certain highway construction funds to state and community safety programs. This transfer will be made because the states do not have both a motorcycle helmet law and a safety belt use law in effect as of the end of this September, as required by the Intermodal Surface Transportation Efficiency Act of 1991.

"We would prefer not to take this action, as it would be preferable for the states to pass these life-saving laws on their own," Secretary Peña said.

(more)

"State safety belt use laws, motorcycle helmet use laws, tough action against drunk drivers and safety improvements in motor vehicles have reduced deaths and injuries dramatically over the last decade. These actions amount to health care reform that's already happening and already saving lives and money. For example, over just the past two years these measures helped save 5,274 lives and $4 billion in economic costs," he added.

The Secretary said that in the years ahead highway safety will make an even greater contribution to trimming health care costs. He has set new national goals to reduce the incidence of drunk driving -- 43 percent of total fatalities by 1997 -- and to encourage more Americans to buckle up -- 75 percent belt use by 1997 -- two actions that hold the most promise of saving thousands of lives.

Secretary Peña said that the department's National Highway Traffic Safety Administration (NHTSA) will meet his safety and health care goals by working with states, communities and private organizations to encourage strict enforcement of state seat belt and anti-drunk driving laws, and through intensive public information activities to alert Americans to the savings in lives and dollars that will accrue from these activities.

According to NHTSA, motor vehicle crashes are the leading cause of death for Americans between the ages of 5 and 34, and the fifth leading cause of death overall. In 1992, approximately 5 million people were injured in motor vehicle crashes and 39,235 died. Much of the $14 billion that is spent every year on crash-related health care could be saved by changing public attitudes and behavior, a trend that already is under way.

"We are rightfully shocked by the statistics on murder in the United States -- about 70 lives lost every day. Yet the toll from traffic crashes is higher, more than 100 deaths every day. Shouldn't we find that statistic equally alarming?" Secretary Peña asked.

"Reducing the percentage of alcohol-related fatalities to 43 percent of total fatalities, and related injuries by a proportionate amount, would save 1,200 lives and spare American taxpayers $282 million in health care costs, $73 million of which is publicly-funded. Another $208 million would be saved in income taxes and public assistance," the Secretary said.

"But beyond the financial savings, we have a moral obligation to do more to spare thousands of families from the human tragedies that result from the irresponsible behavior of the minority who continue to drive while impaired by alcohol and other drugs. We intend to make sure that they know that drunk driving will not be tolerated, and that they get the message loud and clear," he added.

Secretary Peña explained that increasing seat belt usage to 75 percent from the current 62 percent in passenger cars alone would save 1,700 lives and many times that number of injuries. Health care costs would be reduced by $640 million, $180 million of which is publicly-funded, and another $328 million would be saved in income taxes and public assistance.

(more)

"The President's program calls for increased individual responsibility for personal health. An easy prescription to meet that responsibility is to buckle up every trip," Secretary Peña said.

"Using a seat belt and correctly buckling youngsters into child safety seats are as much a part of living a healthy lifestyle as eating right and exercising more. In fact, it may be the easiest lifestyle change to adopt, and the one that holds the most promise of protecting you and your loved ones from harm," he said.

###

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, October 7, 1993

DOT 97-93
Contact: Bill Mosley
Tel.: (202) 366-5571

AIR SERVICE COMPLAINTS DECLINE OVER PAST YEAR

Complaints in August from consumers about airline service declined nearly 28 percent when compared with August of 1992, figures released today by the Department of Transportation show.

According to the monthly Air Travel Consumer Report, air travelers registered 587 complaints with the department in August, compared to 812 in August 1992. DOT received 580 complaints in July.

The nation's largest airlines posted an 84.1 percent on-time arrival record in August, an improvement over August 1992's 80.3 mark but not as good as July 1993's 86.1. In compiling the data, delays caused by mechanical problems are not counted.

The airlines posted a mishandled baggage rate of 5.09 per 1,000 passengers in August, a slight improvement over July's 5.18 mark but much better than August 1992's 6.44.

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.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, October 7, 1993

DOT 98-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT SETS ATX FITNESS CASE
FOR FURTHER HEARINGS

The Department of Transportation today remanded a recommendation by an administrative law judge (ALJ) to dismiss the application of ATX, Inc. to provide scheduled air transportation and directed the judge to reopen the hearings, expand the record and issue more complete recommendations in the case.

On remanding the Sept. 8, 1993 recommendation of ALJ Robert L. Barton Jr., the department said it is reserving judgment on the judge's specific findings and that the public interest required a fuller examination of the important questions raised in the case.

The DOT order noted that the judge's initial decision "insufficiently develops such important issues as the managerial competence of key officers and the relevance of past safety violations of carriers operated by ATX principals. It concludes only generally that, while these are important areas and could be relevant to ultimate fitness determinations, the evidentiary record is not sufficient to support definitive findings on these issues."

In his recommendation, Judge Barton said ATX counsel had failed to comply with his orders and had filed unsupported pleadings. The department said the ALJ's recommendation was issued before its Public Counsel and parties opposing the application had the opportunity to present direct evidence. ATX presented its direct evidence in the portion of the hearing held June 28-July 1.

DOT ordered the ALJ to complete the proceeding, including a new recommended decision, by Dec. 28, 1993.

ATX applied last March for certification as a new air carrier, then under the name Friendship Airlines, with plans to base its operations in the Baltimore-Washington area. Its founder and principal shareholder is Frank Lorenzo, the former chairman of Texas Air Corp. ATX's president and chief executive officer is Stephen Kolski.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, October 8, 1993

DOT 99-93
Contact: Will Terry Moore
Tel.: (202) 366-1902

MINORITY AND WOMEN ENTREPRENEURS HONORED DURING DOT AWARDS CEREMONY

Minority and women entrepreneurs who have had significant achievements and made contributions to the transportation industry and the nation's economy were honored today during a Department of Transportation (DOT) Minority Enterprise Development (MED) Week Awards Ceremony.

The DOT Awards Ceremony is part of the 11th annual national observance of MED Week 1993, Oct. 3-9. The theme for MED Week this year is: "Minority Businesses: Building Economic Strength Through Diversity."

"The department is proud of the significant achievements of minority and women-owned enterprises and will continue to expand on opportunities for these entrepreneurs to participate in DOT's programs in the transportation sector," Secretary of Transportation Federico Peña said.

Sixteen persons received awards from the department's operating administrations and the Office of the Secretary.

The recipients are:

PHYLLIS EDWARDS
Alpha International Reporting, Inc.
Washington, D.C.

KATHY L. WHITE
Compuchoice
Bowie, Md.

DICKIE S. CARTER
Urban Service System Corp.
Washington, D.C.

SUSAN McCLOSKEY
Office Plan, Inc.
St. Paul, Minn.

ALFRED PATTERSON
Independent Professional, Inc.
Capitol Heights, Md.

PAUL Y. IWATA
K.E.C.I. Colorado, Inc.
Sedalia, Colo.

-more-

MARTHA L. HAYNES
Haynes Erosion Control
Pelham, Tenn.

THOMAS W. HARGROVE, JR.
Hargrove Communications
Oxon Hill, Md.

PETER S. HUYAKORN
Hydrogeologic, Inc.
Herndon, Va.

JAMES N. McGUFFEY
Materials, Communication & Computers
Alexandria, Va.

EDWARD L. HAMM, JR.
E. L. Hamm & Associates
Virginia Beach, Va.

BERNADETTE YU
For Your Information, Inc.
Silver Spring, Md.

LOTA A. MUSHAW
LAM
Rosslyn, Va.

LAWRENCE YBARRONDO, PhD.
Scientech, Inc.
Idaho Falls, Idaho

JANET STONE
Speaking Up
San Francisco, Calif.

MARIA ELENA TORANO
META, Inc.
Arlington, Va.

In addition, nine departmental officials were recognized for their outstanding contributions to the department in the area of minority and women-owned business enterprises. They are:

REGINALD L. LOVELACE
Program Analyst
Maritime Administration

CHARLES W. KLEMSTINE
Equal Opportunity Specialist
Federal Highway Administration

ELIA DELL'ANNO
Small Purchases Supervisor
Research and Special Programs Administration

CHARLES B. OCHOA
Program Manager for Navigation
Federal Aviation Administration

ROBERT S. SPRATLING
Contract Specialist
Federal Railroad Administration

GEORGE F. DUFFY
Chief, Program Operations Division
Federal Highway Administration

ELIZABETH C. DUBOIS
Contract Specialist/Small and Disadvantaged Business Utilization Specialist
United States Coast Guard

CATHERINE M. WALDAL
Director, Office of Personnel
Federal Transit Administration

WILLETTA WILSON
Program Analyst
National Highway Traffic Safety Administration

-more-

Also, the Federal Railroad Administration recognized an AMTRAK official, the Federal Highway Administration recognized an official from AASHTO and the Federal Aviation Administration recognized a historically black university. They are:

ROSCOE A. SWANN
Director, Minority Business
Development Officer, AMTRAK

WM. MIKE LACKEY
Chair, AASHTO MB/WB
Special Committee

DR. WILLIAM R. HARVEY representing
Hampton University
Hampton, Va.

# # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

Official Business
Penalty for Private Use $300

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
October 14, 1993

DOT 100-93
Contact: Ed O'Hara
Phone: (202) 366-5571

DOT LEVIES FINE ON MIDDLE EAST AIRLINES FOR VIOLATIONS OF LEBANON TRAVEL BAN

The Department of Transportation and Middle East Airlines (MEA) have reached a settlement involving the airline's violations of DOT restrictions on the sale in the U.S. of air transportation to Lebanon.

Under the settlement, the department will issue a consent order directing Middle East Airlines, a Lebanese carrier, to cease and desist from violations of DOT restrictions on air transportation to certain countries and assessing a civil penalty of $500,000. Of that amount, $225,000 will be paid over a two-year period. The balance of $275,000 will be forgiven if the airline commits no further violations of the DOT restrictions.

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

Since 1990, Middle East Airlines has issued a significant number of passenger tickets in the U.S. for transportation from this country to Lebanon. Some tickets were issued on MEA ticket stock showing a trip on another carrier from the U.S. to Europe with an MEA connecting flight to Beirut. While some of these tickets showed Damascus, Syria, or Amman, Jordan, as the final destination, the MEA flight number was, in fact, a connecting flight to Beirut.

In June of this year, the department said it had evidence that tickets to Lebanon had been sold unlawfully by a number of airlines and their agents. The DOT Aviation Enforcement Office is continuing its investigation of eight other airlines and several travel agencies in connection with these unlawful sales.

The MEA case is the first to be completed involving passenger sale violations of the Lebanon restrictions. Previous settlements dealt with cargo shipments only.

(more)

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 force, including the ban on direct service to, from or through Lebanon by U.S. carriers, and on the sale in this country of passenger air travel to, from or through Lebanon by any airline.

The civil penalty against MEA is the largest ever assessed by the department for aviation economic violations. The settlement notes, however, that MEA cooperated fully during the investigation and that the airline's financial condition was taken into account in determining the penalty.

# #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
October 25, 1993

DOT 106-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

DAYLIGHT SAVING TIME WILL END SUNDAY, OCTOBER 31

Most of the country will return to standard time early on Halloween, at 2 a.m., Sunday, Oct. 31, 1993, when clocks will be set back one hour. The change will provide an extra hour of daylight in the morning.

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 nation will go back to daylight saving time on Sunday, April 3, 1994.

Under the law, no area is required to observe daylight saving time. But if a state chooses to observe daylight time, it must follow the starting and ending dates set by the federal law.

In parts of the country that do not observe daylight saving time, no resetting of clocks is required. Those states and territories include Arizona, Hawaii, the part of Indiana located in the Eastern time zone, Puerto Rico, the Virgin Islands and American Samoa.

# #

U.S. Department of Transportation

Office of the Secretary
of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, October 25, 1993

DOT 107-93
Contact: Jenni Watson
Tel.: (202) 366-4570

PEÑA OUTLINES D.C.-DETROIT PARTNERSHIP
Warns of Increased Japanese Competition if NAFTA Fails

U.S. Transportation Secretary Federico Peña today outlined a new partnership between the federal government and the U.S. auto industry to provide security for workers, develop new cutting edge technologies, and improve international competitiveness, but cautioned that Detroit must aggressively embrace global export opportunities or risk being beaten by countries that do.

Speaking at the Detroit Economic Club, the Secretary urged passage of the North American Free Trade Agreement (NAFTA) as "good for the United States and good for American jobs." Peña cited remarks last week by senior Japanese trade officials as further evidence that Japan is poised to use defeat of NAFTA to increase its auto exports in North America.

The Japanese, he said, "see (NAFTA) as a bad deal for Japan -- and they're absolutely right. They know that NAFTA will enable U.S. car producers -- and other U.S. industries -- to secure far greater market share in Mexico than the Japanese can ever hope to do." Sales of American cars to Mexico are expected to increase sixty-fold in the first year after NAFTA's passage, which, along with parts and other vehicle exports, will support 15,000 U.S. jobs.

Saying that the Clinton Administration has embarked on a new and unprecedented partnership with Detriot, Peña said, "We share the most basic goals--creating new jobs, opening foreign markets, spurring technological progress, increasing the efficiency of our transportation system, and preserving and improving America's environment."

"This Administration believes that there is a powerful and growing convergence of interest between America's government and America's automakers and America's autoworkers," he added, saying that the adversity between Detroit and Washington that has existed in recent years had put the nation's auto industry at a disadvantage vis a vis its foreign competitors.

-more-

Peña said that President Clinton's overall efforts to get the nation's economic house in order are good for the auto industry, crediting the Administration's unprecedented attack on the federal deficit and other fiscal moves as already having positive benefits for the U.S. economy and as one reason the 1994 model year has gotten off to a running start.

The Secretary noted that the President's health care reform initiative is the keystone to providing American workers with basic security and to securing American industry's economic competitiveness.

"The most important single need is to curb the runaway health care costs that are straining public and corporate budgets -- and creating deep insecurity and genuine tragedies for millions of American families," Peña said. "How can we reasonably expect American firms to compete with foreign workers and firms whose health care costs are up to 50 percent less?" He noted that at $1100, the health care costs for every car built in America are more than the cost of the steel.

The Secretary outlined several joint Big Three-Administration initiatives that will result in the next generation of American automobile and a new generation of economic competitiveness for the American auto industry.

Calling the recently announced Clean Car Initiative "as ambitious a technological goal as any since the Apollo program," Peña said the pay-offs of the initiative "will be spectacular", citing a cleaner environment and massive new markets for American technology and exports.

The Secretary cited the Climate Action Program, unveiled last week by President Clinton and Vice President Gore, as another example of cooperation, not coercion, between the federal government and the auto industry. He said that the auto industry would also benefit from the Administration's emphasis on defense conversion, which, he said "will spur a technological revolution that will transform American transportation nearly as much as steam power and internal combustion engines."

Peña said that these two building blocks of competitiveness, economic security and technological advancement, are necessary to the success of the U.S. auto industry, but not sufficient alone. The third, he said is "re-committing ourselves to the principals of free and fair trade. We will have to restore Americans' faith that trade is the key to our future prosperity -- not a threat that we can or should want to run from."

-more-

Peña called passage of the North American Free Trade Agreement (NAFTA) a major step toward that goal, adding that 700,000 American jobs now depend directly on trade with Mexico, with an additional 200,000 jobs to be created by passage of the agreement. In the first year after NAFTA's passage, Detroit projects sales of 60,000 cars to Mexico, up from just 1000 a year today. In addition, the U.S. Commerce Department estimates sales of $2 billion in vehicles and parts in NAFTA's first year, and auto industry economists project those exports will support 15,000 American automobile sector jobs in the first year, a number which is expected to grow significantly.

Peña cautioned that if NAFTA is not approved, not only will the American automobile industry forego these benefits, it will lose them to eager foreign competitors. The Secretary noted that Mexico is actively looking for new trading partners and that if an agreement can not be forged with the United States, Mexico will likely turn to other countries, like Japan or Europe.

# # # #

EDITOR'S NOTE: The full text of Secretary Peña's speech in Detroit today before the Economic Club is available. Please call Hal Paris at (202) 366-5571.

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
October 27, 1993

DOT 108-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

TWO MEN RECOGNIZED FOR RESCUE
OF PILOT, WIFE FROM BURNING AIRPLANE

LAS VEGAS -- Two Las Vegas men who rescued the pilot and his wife from a small plane after it crash landed near McCarran International Airport today were cited by the Department of Transportation for heroism.

Deputy Secretary of Transportation Mortimer L. Downey presented the DOT Award for Heroism to Gary L. Longtine for his quick actions on July 22, 1992, in rescuing Rocco J. DeRobertis and his wife, Patricia DeRobertis, from their burning airplane. Aprintess Williams was not available to receive his heroism award. Downey presented the award at a luncheon at the airport with state aviation and transportation officials, and McCarran Airport officials.

"With two people trapped in a burning airplane, Longtine and Williams acted swiftly, with rare courage, decisiveness and a complete disregard for their own safety," Downey said.

Rocco DeRobertis, flying a Piper Cherokee, was en route from Corona, Calif., to Las Vegas when he experienced engine failure while on final approach to McCarran International Airport. Moments after he crash-landed in a vacant field just north of the runway, the airplane burst into flames.

Longtine, who was working nearby, and Williams, who had been driving by in his car, stopped what they were doing and ran toward the scene.

Disregarding the danger to themselves, Longtine and Williams acted quickly. Williams kicked out the pilot's window. Both men pulled the pilot through the broken window. Longtine entered the cockpit and freed Mrs. DeRobertis whose leg was caught under the instrument panel. Both men pulled her through the window.

# #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, October 28, 1993

DOT 112-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT APPROPRIATIONS BILL BOOSTS INFRASTRUCTURE SPENDING, RESTRUCTURES EAS PROGRAM

President Clinton signed the 1994 DOT Appropriations Bill late yesterday, which reflects the administration's commitment to increased investments in strategic infrastructure while providing additional flexibility to DOT to set transportation spending priorities.

"This legislation provides a higher level of support for road and bridge construction and repairs, and mass transit and rail travel improvements," said Secretary of Transportation Federico Peña.

The $38.4 billion appropriations bill will increase transportation infrastructure funding by eight percent over the previous year for a total of $27.4 billion, Secretary Peña said, while supporting more than 600,000 construction-related jobs.

The Secretary noted that federal-aid highway funding will increase by 10.7 percent over the 1993 appropriation to $19.24 billion and formula transit capital grants 79.7 percent to $1.612 billion. "These numbers represent significant increases over the average annual growth rates of 4.7 percent in highway funding and 2.5 percent in mass transit support between 1990-93," he said.

Secretary Peña also praised congressional transportation leaders for crafting a bill that contains fewer highway demonstration projects and earmarked transit funds. "Less earmarked money means more flexibility for states and localities to use the funds for the most pressing transportation needs," he said. Highway demonstration projects are funded at $156 million, the lowest level since 1989, while non-earmarked transit funds of $100 million for buses and $45 million for rail starts remain available.

-more-

The legislation provides Amtrak funding of $351.7 million for operating assistance and $195 million for capital spending, along with $225 million for Northeast Corridor improvements. Also included is $20 million for maglev research.

The act also allows unused discretionary transit funds that are not obligated within the next three years to be reallocated to other bus or new start transit projects.

The bill also restructures the Essential Air Service (EAS) program which subsidizes continued air service for small communities. A total of $33.4 million was appropriated for the program for fiscal 1994, compared to $38.6 million in 1993.

Recognizing the pressing need to save federal funds where possible, the appropriation established EAS eligibility criteria designed to limit spending for air services to only those communities most in need.

The bill's EAS provisions make ineligible for further subsidies any community in the 48 contiguous states less than 70 miles from a large or medium hub airport, or one whose subsidy exceeded $200 per passenger under the most recent traffic data. Exceptions will be made for cities that are more than 210 miles from a large or medium hub airport. A large hub is an airport that enplanes at least 1 percent of the passengers at all U.S. airports, while a medium hub enplanes 1/4 to 1 percent.

Under these standards, the department expects to eliminate subsidized service to 11 communities effective Dec. 1, 1993, for a total savings of $5.06 million. They are: Gadsden, Ala.; Stockton, Calif.; Galesburg, Ill.; Bloomington, Muncie and Terre Haute, Ind.; Laconia, N.H.; Santa Fe, N.M.; Paris, Texas; Hot Springs, Va.; and Elkins, W.Va.

The EAS program was established in 1978 to assure that smaller communities with lower levels of traffic would not lose service entirely under airline deregulation as carriers shifted their operations to larger, potentially more lucrative markets. The department is currently subsidizing service in approximately 130 communities.

Also, the Federal Aviation Administration's Airport Improvement Program received $1.69 billion in the appropriations bill.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

<u>EMBARGOED FOR RELEASE ON</u>
Sunday, October 31, 1993, at 6 p.m.

DOT 113-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

CONTINENTAL FINED FOR DECEPTIVE ADS; PEÑA WARNS AIRLINES ON 'LOW FARE-NO FAIR' PRACTICES

When Continental Airlines ran ads promoting discount fares between Newark and European cities last February, it failed to make a reasonable number of seats available at those fares, the Department of Transportation said today.

"Low fares are good for consumers but only when there are seats available," said Transportation Secretary Federico Peña. "We will not tolerate airlines' 'low fare-no fair' practices. Deceptive ads inconvenience the consumer and undermine the credibility of the entire airline industry."

In a consent order issued today, the department directs Continental to cease and desist from future deceptive advertising practices and assesses a civil penalty of $20,000. In the Newark-Europe advertisements, Continental also failed to provide adequate notice of lengthy "blacked-out" travel periods during which the advertised fare was not available, DOT said.

Test calls by department investigators found that few, if any, seats were available. After DOT contacted the airline to express its concerns, additional space was allocated to the Newark/Europe market in question.

The Continental order, along with two similar orders issued this year, sets guidelines for airlines on the availability of seats at advertised fares. The orders send a message to U.S. and foreign airlines that when they advertise low fares, they must make a reasonable number of seats available at the advertised fare during the entire sales period.

According to the orders, a reasonable number of seats must be available for sale each time an advertisement is run. Even if more than 70 percent of the seats sold during the sale period are sold at the advertised fare, an airline would be wrong to run a final ad offering the fare near the end of the sale period unless a reasonable number of seats were still available at the fare.

(more)

Last February, for example, USAir ran the last of five ads that promoted its new service between New York LaGuardia and Sarasota, Fla. At that time, DOT investigators determined that only one seat was available at the discount fare during the remainder of the sale period. USAir said that 71 percent of the travelers during that promotion received the discount fare. On Sept. 1, 1993, DOT ordered the airline to cease and desist from future deceptive advertising practices and assessed a $5,000 civil penalty.

A third DOT order said that while seats need not be available on every flight at sale prices, there may be no extended period of "black out" dates during the sale unless the carrier specifically advises consumers of those dates in the ads. In 1991, Icelandair advertised a fare to Luxembourg from New York and Baltimore/ Washington for the 1991-92 winter season. While the advertised fare was not available between Dec. 12 and Dec. 24, 1991, the ads failed to disclose this restriction. In an order earlier this year, DOT directed the airline to cease and desist from similar activities in the future.

In all three cases, the carriers cooperated fully in the DOT investigation, consented to the issuance of the orders, and committed to implementing procedures to avoid similar problems in the future.

The department's Aviation Enforcement and Consumer Affairs offices monitor airline fare advertising and routinely call carriers to check the availability of advertised fares.

# #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
November 1, 1993

DOT 114-93
Contact: Ed O'Hara
Tel.: (202) 366-5571

REPUBLIC AIR, 2 FIRMS CHARGED IN DIVERSION OF FUNDS PAID FOR AIR CHARTER TRIPS, DOT SAYS

Two air charter operators and an air carrier were accused of serious violations of public charter regulations dealing with the diversion of consumer funds for illegal uses, the Department of Transportation announced today.

In an enforcement complaint, the DOT General Counsel's office charged Republic Air Travel, Irving, Texas, and Airlift Group Inc., Miami, which established and ran the charter program, and Express One International, which operates the charter flights, with numerous violations. The complaint also names key officials of Airlift and Republic.

The complaint alleges that Republic Air, either jointly with Airlift Group, or acting alone, diverted hundreds of thousands of dollars paid by consumers away from escrow account protection and used the funds to pay its expenses including advertising costs, legal fees and employee salaries. Airlift is charged with participating in the scheme or permitting Republic, as its agent, to engage in the violations.

Express One is charged with breaching its responsibility to ensure that the charter rules are complied with in any program in which it participates.

The complaint by DOT's Aviation Enforcement Office seeks an order requiring each company to cease and desist from further violations and preventing key officials of Republic Air and Airlift Group from future involvement with any air carrier or public charter operations. The department is also seeking civil penalties of more than $1 million for the violations.

Between May and September of this year, the complaint says that Republic used funds that should have gone into escrow accounts to pay expenses, including $800,000 for advertising, $69,000 for legal fees, $86,000 in checks to itself or its officers, as well as paying employee salaries.

(more)

Federal rules require that money collected from consumers for charter trips be held in escrow accounts until after the trips have been completed. In addition, charter flights may not be cancelled less than 10 days before departure. Consumers are entitled to full refunds at any time except as limited by a signed contract and the DOT charter rules.

In May and June 1993, Airlift filed prospectuses with DOT seeking authority to sell charter trips. Republic operates a reservations center for the charters and advertises in large markets including Los Angeles, Dallas-Ft. Worth, New York City, Baltimore-Washington and South Florida. It has sold charter trips to thousands of consumers, collecting millions of dollars.

The complaint also accuses Republic and Airlift of failure to obtain signed contracts from participants before accepting payment, failing to make refunds promptly, unlawfully cancelling flights within 10 days of departure and failure to give consumers timely notification of cancellations.

The complaint names Scot Spencer as the official in control of Republic, and Richard Bernard as president of Airlift.

In 1991, the department requested that Scot Spencer not be involved in the management of Braniff Airlines because of concerns regarding his disposition to comply with federal laws.

# #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, November 4, 1993

DOT 116-93
Contact: Bill Mosley
Tel.: (202) 366-5571

AIRLINE CONSUMER COMPLAINTS DOWN SHARPLY, DOT REPORT SHOWS

Complaints from consumers about airline service declined in September and during the first nine months of 1993 from comparable periods last year, figures released today by the Department of Transportation show.

According to the monthly Air Travel Consumer Report, air travelers registered 458 complaints with the department in September, a decrease greater than 33 percent from the 687 received in September 1992. Between January and September this year, the department received 4,560 complaints, an 18 percent decline from the 5,576 complaints registered during the first nine months of last year.

The 10 largest U.S. airlines posted an 84.6 percent on-time arrival record in September, a slight improvement over August's 84.1 mark but not quite as good as the 85.2 recorded in September 1992. In compiling the data, delays caused by mechanical problems are not included.

The airlines posted a mishandled baggage rate of 4.73 complaints per 1,000 passengers in September, an improvement over both August's 5.09 mark and September 1992's 5.41.

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.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, November 5, 1993

DOT 117-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT TENTATIVELY SELECTS NASHVILLE, RALEIGH/DURHAM AS LONDON GATEWAYS

The Department of Transportation today tentatively selected Nashville, Tenn., and Raleigh/Durham, N.C. as new gateways for air service to London. Both routes will be served by American Airlines.

Delta was selected for backup authority to serve London from Salt Lake City, Utah. The selection of all route authorities is contingent upon a review of public comments and the issuance of a final decision. Consistent with American Airlines' applications and the current U.S.-U.K. bilateral aviation agreement, the order tentatively finds that these awards, if made final, be subject to an April 1 startup condition.

"Expanded air routes are important catalysts in growing local and regional economies -- we are pushing hard around the world to provide more direct international service to more U.S. cities." said Secretary of Transportation Federico Peña. "The benefits go far beyond jobs for airline personnel, tourist industry workers and others who directly service travellers and cargo. There will be new business deals made that would never have been conceived -- new trade, new economic development that would not have occurred without increased air service."

The order tentatively finds that the "Nashville and Raleigh/Durham services will offer more public benefits, as each will serve a more populous catchment area than would Delta at Salt Lake City" and would provide for "new non-stop, U.S.-flag London service to two of the four largest states that would otherwise lack such service." It notes that "from the perspective of competition with foreign carriers, American's two proposals would clearly afford far more benefits than either one in conjunction with Delta's."

-more-

The order also notes that unlike Utah, North Carolina and Tennessee have a significantly larger number of European-owned businesses that "provide a substantial source of traffic to support non-stop London service that is less subject to the vagaries of discretionary travel." The order cites statistics that show the number of European-owned businesses at each point: North Carolina, 510; Tennessee, 172; and Utah, 26.

While awarding American authority to serve the Nashville-London route, the department's show-cause order denies an application that would result in the city of Nashville purchasing one of the routes. The department said that international route authority should be awarded based on the public interest, not a city's ability to pay for a route. "We are not prepared to endorse an auction process that could rapidly come to represent a widespread mechanism for reallocating these national assets on the basis of the deepest civic pockets," the show-cause order said.

The routes became available when USAir agreed to relinquish its three U.S.-London services as part of the carrier's investment agreement with British Airways, which DOT approved last March 15. USAir operated the two services out of its Charlotte, N.C., and Baltimore gateways, which under the U.S.-United Kingdom bilateral aviation agreement can be moved to other cities. A third USAir route for Philadelphia-London service was awarded to American Airlines on July 2 by the department. American was the only applicant for the Philadelphia route, which under the bilateral agreement cannot be moved to another city.

"While this action enables us to continue to exercise our current rights, we recognize that the U.S.-U.K. bilateral aviation agreement does not offer our airlines sufficient access to British and European markets," Peña said. "For this reason, the administration has been engaged in talks with the United Kingdom aimed at achieving an 'open skies' agreement by early next year. These talks are only a part of our greater effort to liberalize access to aviation markets throughout the world."

A new round of talks between the United States and United Kingdom are scheduled for Dec. 7-9 in London.

Comments on the show-cause order are due Nov. 15, with replies due Nov. 22.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
November 18, 1993

DOT 122-93
Contact: Jennifer Watson
Tel.: (202) 366-4570
Ed O'Hara
(202) 366-5571

SECRETARY PEÑA TO ATTEND DEDICATION OF NEW DENVER AIRPORT

Secretary of Transportation Federico Peña, who led the effort to build the first new airport in the United States in two decades, will participate in dedication ceremonies for the new Denver International Airport (DIA) Nov. 19.

"DIA will be the crown jewel of America's airports -- a state-of-the-art facility that will reduce flight delays, congestion and noise and provide passengers, flight crews and aircraft the most efficient airport in the world," said Peña.

The secretary will speak at a luncheon at the new airport's Jeppesen Terminal. Peña will be honored at a gala benefit that evening for his leadership and vision as mayor of Denver in launching development of the new airport. The last new airport to open its doors was Dallas/Fort Worth International, which began operations in 1974.

Peña said, "Some years ago, we fought to win approval for DIA. I want to salute the many, many people from all walks of life who supported the new airport and who worked to make it happen. To their credit, they have made possible the largest and most advanced airport in the world.

"The new Denver airport is an event worth celebrating," Peña said. "Everything about the new airport, from the airfield design to the automated baggage system, represents the most advanced state-of-the-art technology.

"Because of Denver's location, DIA will become one of the great hubs of a fast-growing industry that is already the world's largest -- travel and tourism. Denver and the Rocky Mountain region stand to win a growing share of the global tourism boom," he added.

(more)

DIA will replace Stapleton International, which currently ranks as the sixth busiest airport in the United States and the eighth busiest in the world in terms of passenger traffic. About 33 million passengers are expected to pass through DIA during the first 12 months after it opens.

"Denver is at a pivotal point in the nation's airspace system. In bad weather and limited visibility, Stapleton can become a bottleneck that impacts the national air traffic system," the secretary noted.

"The new airport will dramatically increase Denver's ability to handle incoming aircraft in bad weather. In snow or rainy conditions, the new DIA will reduce congestion and delays, not only in Denver but across the country. This could result in a four or five percent reduction in delays nationally," Peña said.

The City and County of Denver did a comparison of the capacity at Stapleton and the new DIA. In good weather, Stapleton can handle 80 arriving aircraft per hour, while the new airport can accept 99 landings per hour. In bad weather and limited visibility, Stapleton can handle 25 aircraft landings an hour while the new airport will still be able to handle 99 landings per hour.

# #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, November 22, 1993

DOT 123-93
Contact: Bill Mosley
Tel.: (202) 366-5571

U.S., CHILE RESOLVE AVIATION DISPUTE

The United States and Chile have resolved a dispute which threatened to disrupt air service between the two countries, Secretary of Transportation Federico Peña announced today.

The dispute began when Chile refused to grant American Airlines permission to increase its nonstop service between Miami and Santiago from seven to 14 weekly flights this winter. Emphasizing that American had a right under the bilateral aviation agreement to increase its services, DOT responded by proposing to cut back on the U.S. flights of Chilean carriers Lan-Chile and LADECO unless the restrictions were lifted.

Under the new agreement, American will be able to operate its expanded services during the winter and peak seasons, which cover the periods of Dec. 2, 1993-Jan. 31, 1994 and June 15-Aug. 31, 1994. The agreement also allows Chilean carriers to equal American's services during the peak season and to add three weekly flights in the market.

In announcing the agreement, Secretary Peña said, "We are pleased with the settlement and the process by which it was achieved. This demonstrates that we can effectively promote U.S. airline rights, competition and better service for travelers while responding to the most serious concerns of our trading partners. We are also happy that we were able to resolve this matter in a manner that allows us to maintain and strengthen our most liberal aviation relationship in Latin America."

The new agreement is effective from Dec. 1, 1993 to Nov. 30, 1994. It was formalized by an exchange of diplomatic notes in Santiago on Friday. The two sides agreed to meet before the end of this period to discuss their aviation relationship.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, November 29, 1993

DOT 124-93
Contact: Beverly Sligh
Tel.: (202) 366-2852
(800) 532-1169

DOT TO AWARD GRANTS TO EIGHT HISPANIC SERVING INSTITUTIONS

The Department of Transportation's Office of Small and Disadvantaged Business Utilization (OSDBU) has announced plans to competitively award grants to eight Hispanic Serving Institutions (HSIs) for the purpose of administering OSDBU's Student Training and Education Program (STEP).

The program will utilize the resources of HSIs to develop educational programs designed to enhance the knowledge of the transportation field by 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 18-month grants of $100,000 each to the eight winning HSIs to develop programs in three specific areas: student internship; lecture series/transportation curriculum development; and faculty fellowship.

Schools have until March 1, 1994, to apply for the 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 HSI Coordinator; 400 Seventh Street, S.W., Room 9414, Washington, DC 20590, or faxed to (202) 366-7538.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, November 29, 1993

DOT 125-93
Contact: Roslyn Kaiser
Tel.: (202) 366-5571

DOT REAFFIRMS NEED FOR MASS TRANSIT OPERATORS TO INSTALL DETECTABLE STRIPS

The Department of Transportation today reaffirmed the need for detectable warning strips along platform edges in subway, rail and other stations to help prevent falls from the platform by blind or visually impaired persons.

Detectable warnings are two-foot wide strips that include a pattern of small, raised, rounded surfaces that feel different underfoot than the platform surface and will be noticed by a blind person using a cane.

Blind and visually impaired persons who have written to the department on this issue strongly support detectable warnings. A number of blind passengers have fallen from platforms that do not have these warnings and, in some cases, have been killed.

Current DOT rules under the Americans With Disabilities Act (ADA) call for existing key or important stations to be modified by the addition of detectable warning strips along the platform edges.

However, some rail systems reported problems with adhesive failures and "lift-off" of the warning surfaces and also expressed concerns about cleaning, snow and ice removal, and durability. In response to these concerns, the department is amending its ADA rule to give mass transit operators an extension until next July to retrofit key rail station platforms with the warning strips. The extension does not apply to all new station platforms built after 1992.

"It's more important to do this right than to do it quickly and perhaps have to do it again," said Secretary of Transportation Federico Peña. "Everyone would have preferred it if the original deadline of last July had been met, but whenever an agency publishes a major rule such as the ADA, some subsequent changes and adjustments are likely to be needed."

-more-

The Secretary noted that some stations are in full compliance already.

The department also made other changes in its ADA rule, including:

● A requirement that vehicle operators ask passengers to move from a designated priority seat to make room for a passenger with a disability; and

● A clarification of the procedures for determining when a proposed design to accommodate people with disabilities is equivalent to the DOT specifications although it may vary in some details.

The department declined to adopt a proposal that would have limited the use of bus lifts by persons with mobility impairments who do not use wheelchairs.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 7, 1993

DOT 128-93
Contact: Bill Mosley
Tel: (202) 366-5571

DOT RELEASES MONTHLY
AIR TRAVEL CONSUMER REPORT

The Department of Transportation today released its monthly Air Travel Consumer Report, which provides information on airline flight delays, mishandled baggage and consumer complaints for the month of October.

According to the report, the nation's 10 largest airlines posted an 83.0 percent on-time arrival record in October, down slightly from both September's 84.6 and October 1992's 85.8 showing. In compiling the data, delays caused by mechanical problems are not counted.

The airlines posted a mishandled baggage rate of 4.75 complaints per 1,000 passengers during the month, nearly identical to September's 4.73 rate and well below October 1992's 5.13.

Consumers registered 451 complaints about airline service with the department in October, down slightly from September's total of 458 and the 459 recorded in October 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.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 15, 1993

DOT 130-93
Contact: Ellen Berlin
Tel.: (202) 366-5565
Barry McCahill
Tel.: (202) 366-9550

CABINET MEMBERS PEÑA, SHALALA AND RENO, POLICE CHIEFS AND SAFETY ADVOCATES URGE SAFE AND SOBER DRIVING

Three Clinton administration cabinet members joined other federal officials, police chiefs and safety advocates at Washington's Woodrow Wilson High School today for a staged car crash highlighting the tragic consequences of drinking and driving during the holiday season and throughout the year.

Secretary of Transportation Federico Peña, Secretary of Health and Human Services Secretary Donna Shalala and Attorney General Janet Reno held a news conference and walked through a two-car collision scene complete with realistic police, fire and emergency rescue operations. Lee Brown, director of the Office of National Drug Control Policy, Chief Sylvester Daughtry, president of the International Association of Chiefs of Police (IACP), and Maury Hannigan, superintendent of the California Highway Patrol, helped explain the staggering health care and other economic costs resulting from drunk and drugged driving.

"Each day, 17,500 crashes happen in our country and 107 people die," Secretary Peña said. "Every year -- every single year -- motor vehicle crashes cost this country $14 billion in health care costs. In fully 45 percent of those crashes, alcohol abuse is involved.

"Many of these tragedies could be avoided if more people took responsibility for their own behavior -- buckled their belts and put their children into child safety seats -- and most of all, drove sober," he added.

According to the DOT's National Highway Traffic Safety Administration (NHTSA), nearly 18,000 people died in alcohol-related crashes in 1992. The problem is serious at any time of year, but especially during the winter holidays when parties increase the amount of drunk driving. Alcohol-impaired driving accounts for one death on U.S. highways every half-hour, the agency reports.

-more-

"Last year, impaired drivers cost this country $5.1 billion in medical expenses, not to mention enormous heartbreak," Secretary Shalala said. "Those funds could have been used to help provide health security to the 37 million Americans who currently lack coverage."

Highway safety will play a critical role in the President's health care reform effort, the cabinet members emphasized, and reducing injuries could reduce health care costs by $1 billion each year. Each serious injury that is prevented saves an average of $35,000.

Police and safety advocates agreed that most crashes are preventable, and echoed the idea that America needs more individual responsibility, tougher laws, and strict enforcement to save lives. Drivers under 21 should not drink at all, the speakers admonished. Adults should intervene to prevent others from driving drunk.

"The International Association of Chiefs of Police is proud to support efforts like the National Holiday Lifesaver Weekend," IACP President Daughtry said. "The unified efforts of our nation's law enforcement agencies to crack down on impaired motorists have proven to have a positive impact on saving their lives, as well as those of their innocent victims. The IACP encourages our members who have responsibility for traffic management to support this effort at the local level as well."

The National Holiday Lifesaver Weekend (Dec. 17-19) will mark special vigilance by police across the country, who will strictly enforce drunk driving laws. In attendance were uniformed police chiefs representing departments from all sections of the nation.

"You see here today the 'team' that has dedicated itself to reducing drug use and drug-related violence and crime," National Drug Control Policy Director Brown said.

A coalition of 40 public and private organizations is coordinating and carrying out the nationwide education and enforcement campaign to combat impaired driving during National Drunk and Drugged Driving (3D) Prevention Month.

"We urge every American to take a stand against drunk and drugged driving during the holidays and every day," said Terrance Schiavone, chairman of the 3D Prevention Month Coalition and president of the National Commission Against Drunk Driving. "We salute the Clinton administration for bringing sorely needed attention to this most frequently committed violent crime and major public health and safety problem."

Traffic crashes are the leading cause of death for people ages 5 to 34, Administration officials noted. Each year, nearly 40,000 people die in traffic crashes and 5 million are injured.

Prevention efforts include not drinking and driving, not speeding, use of safety belts, child safety seats, and motorcycle helmets, and responsible, courteous driving.

####

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 21, 1993

DOT 134-93
Contact: David G. Sanders
Tel: (202) 366-0091
or
Dennis E. Deuschl
(202) 366-0110

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION HOSTS PUBLIC MEETINGS ON FUTURE OF SEAWAY TOLLS

The Saint Lawrence Seaway Development Corporation will host a series of three public meetings in February to obtain citizen and industry comments on the recent proposal for a Seaway toll freeze in 1994 and future consideration by the Seaway entities on total Seaway toll elimination.

Corporation Administrator Stanford E. Parris announced that the public meetings will take place from 9 a.m. until noon at the following sites:

- Chicago, Ill. -- Tuesday, Feb. 1, Intercontinental Hotel, Cordova Room, 505 N. Michigan Ave., Tel: (312) 944-4100.
- Cleveland, Ohio -- Wednesday, Feb. 9, Cleveland-Cuyahoga County Port Authority, Conference Room, 101 Erieside Ave., Tel: (216) 241-8004.
- Duluth, Minn. -- Wednesday, Feb. 16, Seaway Port Authority of Duluth, Conference Room, 1200 Port Terminal Dr., Tel: (218) 727-6525.

Parris noted that the meetings will give the Corporation a clearer understanding of the public opinion on the current and future effects of Seaway tolls to the waterway's competitiveness.

"It is important to us to hear what the industry and general public has to say about Seaway tolls," Parris said. "The current proposal for a toll freeze next year is an important step in the cost-containment process, and we are very interested to hear from those in the Great Lakes as to whether further measures are needed. The comments we receive at the meetings will go a long way to determine our stance in future toll negotiations."

- more -

Anyone wishing to make a formal presentation is requested to notify the Corporation at least ten working days before the meetings and provide approximate time desired for the presentation to: Marc C. Owen, Chief Counsel, Saint Lawrence Seaway Development Corporation, P.O. Box 44090, Washington, D.C. 20026-4090. In addition, the Corporation requests an original written text of any formal presentation along with five copies before or at the time of the meeting. Anyone wishing to present written comments, but not participate in the meetings, may submit comments to the address above at any time before or at the time of the meetings.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

Official Business
Penalty for Private Use $300

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 21, 1993

DOT 135-93
Contact: Bill Mosley
Tel.: (202) 366-4570

DOD AND DOT SHOULD JOINTLY MANAGE GPS
SATELLITE RESOURCE, PANEL RECOMMENDS

The Department of Transportation should have a more substantive role in the management of a Department of Defense satellite positioning system that is being used increasingly by motorists, aircraft pilots, surveyors, bus transit systems and ship captains, a federal task force has recommended.

A joint DOD-DOT task force which studied how to get maximum use of DOD's Global Positioning System (GPS) by military and civilian users made the recommendation in its report to Secretary of Defense Les Aspin and Secretary of Transportation Federico Peña. GPS, a radionavigation system using a network of 24 satellites orbiting above the earth, provides very accurate three-dimensional position, velocity and time to users worldwide.

Secretary Peña praised the report. "This sophisticated technology will have enormous impact on transportation, surveying and other civil fields," he said. "Its full use will mean increased accuracy, productivity, safety and efficiency in aviation, sea navigation, and even the task of driving to work. Because our agreement with DOD protects the interests of civil users, while also recognizing the continuing national security uses of GPS, private industry can now make the investments needed to take fuller advantage of GPS. This is a perfect example not only of the tremendous potential for dual use technologies, but also for the many applications these technologies have in the transportation arena."

In ordering the study, Aspin and Peña agreed that it was in the country's best interest to encourage maximum civil use of the system, consistent with national security needs. To ensure that civilian needs are fully considered in policy decisions, the task force recommended that DOT and DOD form a joint executive board to resolve any differences between civil and military interests.

-more-

The panel also recommended that DOT designate an assistant secretary of transportation to chair a DOT executive committee and to speak and make decisions on GPS services on behalf of civil users. The designated official would work with federal agencies, state and private sector users to see that their needs are addressed.

Who are the civil users of the navigation/positioning system?

For aviation, the satellite positioning system has the potential to provide the greatest enhancement to system capacity, efficiency and safety since radio-based navigation was introduced 50 years ago, the task force said. The Federal Aviation Administration has approved limited use of GPS, allowing private and airline pilots of aircraft equipped with receivers to land more easily at smaller airports and to choose direct routes without having to rely on ground-based navigation aids.

Actual and potential uses of GPS include the precise monitoring of transit buses, position information enabling city drivers with special receivers to avoid congested routes, harbor entrance and coastal navigation for ships and the tracking of land vehicles. Express package delivery companies use GPS to track and dispatch their vehicles.

To guard against hostile military use, DOD does not permit all GPS users to receive the most precise position information. Some civil users station a radio beacon and have its known position provide a correction to the GPS signal. This is called "differential GPS" and generally provides better accuracy than the military's most precise signal.

Several government agencies are developing differential GPS for their own uses. The task force recommended a study of all such planned enhancement systems to help officials determine how best to provide GPS services to all civil users. The U.S. Coast Guard, FAA, the U.S. Geodetic Survey, the Army Corps of Engineers and others are developing or deploying enhancements to GPS.

The task force also recommended that any civil enhancements by federal agencies should be financed by civilian agencies through appropriations and indirect fees. It recommended against charging direct user fees but said DOD and DOT should evaluate equitable cost recovery mechanisms to finance GPS services for civil users.

Technical steps should be taken to rapidly improve the integrity and availability of GPS for all transportation modes, the panel said.

The panel also said that U.S. government efforts to promote international acceptance of GPS should be continued.

# # # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 21, 1993

DOT 135-93
Contact: Bill Mosley
Tel.: (202) 366-5571

TRANSPORTATION USES OF MILITARY
SATELLITES TO GROW WITH NEW DOT ROLE

Civil uses of a military satellite positioning system -- by motorists, airline pilots, surveyors and transit bus systems -- will be enhanced as a result of recommendations from a federal task force.

In a major step toward developing greater civilian applications of military technology, the task force recommended that the Department of Transportation take a stronger role in managing the Department of Defense Global Positioning System (GPS), the same technology that was used to guide U.S. tanks and personnel in Desert Storm. A joint DOD DOT task force which studied how to get maximum use of GPS by military and civilian users made the recommendation in its report to Secretary of Defense Les Aspin and Secretary of Transportation Federico Peña.

Secretary Peña said, "This sophisticated technology will have enormous impact on transportation, surveying and other civil fields. Its full use will mean increased accuracy, productivity, safety and efficiency in aviation, sea navigation, and even the task of driving to work. Because our agreement with DOD protects the interests of civil users, while also recognizing the continuing national security uses of GPS, private industry can now make the investments needed to take fuller advantage of GPS. This is a perfect example not only of the tremendous potential for dual use technologies, but also for the many applications these technologies have in the transportation arena."

The National Commission to Ensure a Strong Competitive Airline Industry has recommended that GPS should be implemented in the nation's air traffic control system "at the earliest practicable moment."

-more-

Consistent with the commission's recommendation, technical steps should be taken to rapidly improve the integrity and availability of GPS for all transportation modes, the task force said. The task force also said that U.S. government efforts to promote international acceptance of GPS should be continued.

For aviation, the satellite positioning system has the potential to provide the greatest enhancement to system capacity, efficiency and safety since radio-based navigation was introduced 50 years ago, the task force said. The Federal Aviation Administration has approved limited use of GPS, allowing private and airline pilots of aircraft equipped with receivers to land more easily at smaller airports and to choose direct routes without having to rely on ground-based navigation aids.

In addition to recommending a management role for DOT, the task force also recommended that any civil enhancements developed by federal agencies should be financed by civilian agencies through appropriations and indirect fees. It recommended against charging direct user fees but said DOD and DOT should evaluate equitable cost recovery mechanisms to finance GPS services for civil users.

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

To guard against hostile military use, DOD does not permit all GPS users to receive the most precise position information. Some civil users station a radio beacon and have its known position provide a correction to the GPS signal. This is called "differential GPS" and generally provides better accuracy than the military's most precise signal.

Several government agencies are developing differential GPS for civil uses. The task force recommended a review of all such planned enhancement systems to help officials determine how best to provide GPS services to all civil users.

In ordering the study, Aspin and Peña agreed that it was in the country's best interest to encourage maximum civil use of the system, consistent with national security needs. To ensure that civilian needs are fully considered in policy decisions, the task force recommended that DOT and DOD form a joint executive board to resolve any differences between civil and military interests. The panel also recommended that DOT designate an assistant secretary of transportation to chair a DOT executive committee and to speak and make decisions on GPS services on behalf of civil users.

####

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 22, 1993

DOT 138-93
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT EXTENDS APPROVAL OF CODE-SHARE OPERATIONS BY USAIR AND BRITISH AIRWAYS

The Department of Transportation today extended its approval of expanded code-sharing services by USAir and British Airways through March 17, 1994.

Last March, the department granted the two carriers authority to conduct code-sharing services to a number of U.S points for a period of one year while the United States and the United Kingdom held discussions toward a new, liberalized aviation agreement. In November, DOT awarded code-sharing authority to additional U.S. points.

The second award was to have expired on Jan. 14. Under today's decision, all of the awarded code-share authority will be effective through March 17.

####

U.S. Department of Transportation

Office of the Secretary of Transportation

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

Official Business
Penalty for Private Use $300

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, December 23, 1993

DOT 139-93
Contact: CWO R.M. Meidt
Tel.: (202) 267-1209

SECRETARY PEÑA ANNOUNCES COAST GUARD STEPS TO IMPROVE SAFETY ON SMALL PASSENGER VESSELS

Secretary of Transportation Federico Peña today announced that the Coast Guard will institute a series of safety steps to deal with wooden-hulled vessels that carry passengers.

The fishing boat El Toro II, which sank during a storm in Chesapeake Bay December 5, was a 32-year old vessel with a wooden hull. Results of the Coast Guard investigation into the accident will be released in early 1994.

During the interim, Secretary Peña said the Coast Guard is taking immediate steps to increase safety aboard such vessels. The actions include:

- Underway inspections of the hulls on older wooden vessels by the Coast Guard. The inspections will help inspectors and owners identify problems not visible when a boat is in dry dock or stationary at a pier.

- Guidance on the removal and inspection of hull fasteners. More emphasis will be placed on this aspect of the inspection program to provide an additional safety measure and ensure that inspection techniques are consistent.

- Refining record-keeping systems currently used to document hull repairs and fastener removals and replacements. This will provide inspectors with all available information for evaluating vessels.

- Conducting additional inspections and record reviews. Records of wooden-hulled boats throughout the country will be reviewed and additional inspections will be conducted to alert owners of problems which could go unnoticed until the next regularly scheduled Coast Guard inspection.

o Reviewing local guidelines and developing national standards to ensure a consistent nationwide policy.

Owners of this particular class of passenger vessel and vessels of similar construction will be notified if further problems are identified during the stepped-up inspections. As problems become apparent during the accident investigation, additional actions may be developed.

Adm. J. William Kime, Commandant of the Coast Guard has issued a special safety directive to all Coast Guard inspection offices to announce this program.

In a related action this week, the Coast Guard forwarded proposed regulations regarding additional safety standards for small passenger vessels for publication in the Federal Register.

The Coast Guard inspects more than 5,000 small-passenger vessels each year. Of these, about 1,400 are wooden hulled vessels and at least 1,000 are over 15 years old.

# # # # #

U.S. Department of Transportation

Office of the Secretary of Transportation

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, December 27, 1993

DOT 140-93
Contact: Sam Vass
Tel.: (202) 366-2009

DOT'S INSPECTOR GENERAL SEMIANNUAL REPORT SHOWS RECOMMENDED SAVINGS OF $512 MILLION

A semiannual report of the Department of Transportation's Office of Inspector General (OIG) shows recommended savings totaling $512 million, management commitments to save $126.8 million, and fines, restitutions, recoveries and cost avoidances totaling $8.2 million.

The six-month report for the period ending Sept. 30, 1993, shows that the OIG issued or processed 1,151 audit reports. These reports recommended savings totaling $512 million, which includes $324.4 million in funds to be put to better use, $42.3 million of unsupported costs, and questioned costs of $145.5 million. The OIG also made 782 policy and procedural recommendations for improving the department's operations.

Audits identified programs and operations that worked well throughout the department. For example, the department was generally responsive to the National Transportation Safety Board's recommendations, and the department's management controls over life insurance and retirement benefit programs were found to be effective.

Audits also identified programs and operations in the administrations that worked well. For example, the U.S. Coast Guard's accounts receivable balances were generally accurate and where they were not, administrative charges were appropriately assessed. The Federal Highway Administration's controls for accounting for disallowed and ineligible costs charged by state highway departments to federal-aid projects in California, Texas, Pennsylvania and New York also were satisfactory. Additionally,

- more -

the Federal Aviation Administration ensured that the San Jose International Airport Noise Compatibility Program was in compliance with federal noise regulations and the Maritime Administration established adequate controls over the approval of new Title XI guaranteed loans.

Based on audit reports issued during this and prior periods, department managers made decisions to recover questioned costs totaling $53.1 million and to use resources valued at $73.7 million more effectively for projected savings of $126.8 million.

Investigations completed by the OIG resulted in 85 indictments; 54 convictions; and $8.2 million in fines, court-ordered restitutions, administrative recoveries and cost avoidances. The OIG has continued to review numerous allegations of suspected unapproved parts in the aviation industry. Resources were concentrated on identifying and taking appropriate actions against parts distributors and aircraft repair stations engaged in this criminal activity. In addition, the OIG is applying the knowledge, experience and techniques gained in combating bogus aviation parts to tackle substandard parts and materials in safety critical applications for ships, bridges and highways.

The Office of the Assistant Inspector General for Inspections and Evaluations has completed its first full year of operation. During this period, the office experienced a significant increase in its workload, consisting mostly of responses to congressional requests.

# # # # #