



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Sunday, October 1, 1995

Contact: Larry West
Tel.: (202) 267-3333

Statement of Secretary of Transportation Federico Peña

on Additional Increases in Security

On August 9, 1995, I announced a heightened state of alert for our nation's transportation systems, in response to the President's call for a review of security procedures to protect the safety of the American people. Security measures introduced at that time, most visibly at our nation's airports, remain in effect. Based on several current and future events, more security measures are now warranted.

Today, I am asking all modes of transportation to review their own security procedures. I have also asked the Federal Aviation Administrator, David Hinson, to direct airport authorities and air carriers within the United States to begin implementation of more stringent measures contained in the security directive issued by the Federal Aviation Administration (FAA) in early August.

The decision to increase security is based upon an assessment provided by federal law enforcement and intelligence agencies, combined with an analysis of the current state of affairs. There has been no specific threat to aviation or any other form of transportation, but we are dealing with a general threat against all U.S. interests at home and abroad.

It is reasonable and prudent to ensure that measures are in place to deter or prevent all foreseeable terrorist or criminal acts against transportation.

Our aviation system is safe and secure, due largely to the professional manner in which the air carriers and airports have efficiently implemented the measures announced in August.

I ask the traveling public for your understanding and cooperation during periods of increased security. These measures will cause some delays, but the delays can be minimized with the support of the traveling public. Please help us and your fellow passengers by:

- ◆ Clearly labeling your luggage;

- more -

- ♦ Being prepared to answer questions about your bags;
- ♦ Observing parking and unloading restrictions---please do not leave vehicles unattended near the terminal;
- ♦ Being prepared to open the trunk of your car---minimize clutter to minimize time;
- ♦ Having a photo I.D. available if you are 18 years of age or older;
- ♦ Being prepared to have your carry-on and checked baggage inspected; and,
- ♦ Arriving early and proceeding promptly to the gates to board your plane.

Regardless of the form of transportation, please:

- ♦ Remain alert for any suspicious, unattended bags, parcels or other items and report any such objects to security or station attendants; and
- ♦ Maintain control of your luggage.

As I said in August, these security measures will remain in place as long as necessary to ensure the safety of our transportation system. Should we receive information indicating that the situation has changed, we will direct the airlines and airports to adjust their measures accordingly.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Monday, October 2, 1995

DOT 172-95

Contact: Kevin Green

Tel.: (617) 494-2106

**NOMINATIONS BEING ACCEPTED FOR
EXCELLENCE IN TRANSPORTATION
RESEARCH AND DEVELOPMENT AWARD**

The Department of Transportation today announced that it will begin accepting nominations for this year's *Secretarial Award for Excellence in Transportation Research and Development* to recognize individuals and organizations that have made outstanding contributions to the advancement of transportation technologies.

Secretary of Transportation Federico Peña is scheduled to present the award at the 75th annual meeting of the Transportation Research Board which will take place Jan. 7-11, 1996, in Washington, D.C.

"One of the department's strategic goals is to create a new alliance between the nation's transportation and technology industries to make them both more efficient and internationally competitive. The award underscores the importance of technology in our transportation system," Secretary Peña said.

Written nominations must be received by Nov. 30. For additional information, contact Kevin Green at the Volpe National Transportation Systems Center, Kendall Square (DTS-14), Cambridge, Mass. 02142 or call (617) 494-2106. Internet: green@volpe1.dot.gov

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U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Monday, October 2, 1995

DOT 174-95

Contact: Steven Akey

Tel.: (202) 366-4570

Congressional Inaction on Highway Funding Stalls \$5.4 Billion for States

U.S. Transportation Secretary Federico Peña today said the failure of Congress to have passed National Highway System (NHS) legislation by Sept. 30, the end of federal fiscal year 1995, has stalled more than \$5.4 billion in federal transportation funds for the 50 states.

"This administration submitted the National Highway System report to the Congress in December 1993, ahead of schedule," Peña said. "Now, congressional inaction threatens \$5.4 billion of funding for transportation projects in all 50 states and the thousands of construction jobs which would be created."

Peña said he has directed the Department of Transportation's Federal Highway Administration (FHWA) to inform the 50 states, the District of Columbia and Puerto Rico that these federal funds are in jeopardy.

"Transportation is vital not only to our daily lives, but also to our economy," Peña added. "I call on Congress to take prompt action on this vital legislation."

In a Sept. 29 letter to each state transportation authority, FHWA Administrator Rodney Slater said the failure of Congress to approve the NHS designation act by the close of the fiscal year, Sept. 30, mandates that FHWA "withhold \$5.4 billion in funds for the NHS and Interstate Maintenance funds that could be put to work to meet the nation's infrastructure needs."

Slater noted that available funding would be further limited by provisions of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which require a 13 percent reduction in Highway Contract Authority. This formula reduction is triggered because funding did not fall under prescribed limits between 1992 and 1996.

- (more) -

Slater said separate NHS bills have already been approved by the House of Representatives and the Senate and that action by either the authorization or appropriation conference committee could lead to prompt release of the funding, but, as yet, the necessary approval has not been given.

Slater said, "Each billion dollars in funding supports approximately 50,000 jobs." Therefore, "failure to enact this important legislation results in a loss of jobs and impairs our ability to improve America's infrastructure."

A copy of the letter and a state-by-state breakdown of anticipated losses under Section 1003(c) of ISTEA and due to failure to designate NHS is attached.

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<http://www.dot.gov/affairs/index.htm>*



U.S. Department
of Transportation
**Federal Highway
Administration**

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

September 29, 1995

Dear _____:

I am writing to advise you that the Fiscal Year 1996 Federal-aid Highway apportionments will be issued on Monday October 2, 1995. I am taking this opportunity to write you personally because of the severe funding limitations reflected by these apportionments.

Understanding the importance of the National Highway System (NHS), the Administration submitted its proposal more than a year before designation was required. Unfortunately Congress has not yet enacted the NHS as required by 23 USC §103(b)(3)(B). This inaction requires that we withhold \$5.4 billion in funds for the NHS and Interstate Maintenance (IM) funds that could be put to work to meet the Nation's infrastructure needs.

NHS legislation has passed the House of Representatives and the Senate, and the Senate has included the NHS in its DOT Appropriations Bill. Thus, this is an issue which could be resolved by either the Authorizations or the Appropriations conference committees. But so far, neither committee has been successful in resolving its differences and designating the System.

In addition, Section 1003(c) of ISTEA requires a reduction of about 13 percent from FY 1996 highway authorizations which further limits available funding. We estimate the FY 1996 apportionments which are available for release on October 2 as shown on the enclosed table will be reduced by a total of \$1.2 billion as a result of this provision. The amount lost to your State for these apportionments is shown on the enclosed table.

Each billion dollars in funding supports approximately 50,000 jobs. Thus, Congress' failure to enact this important legislation results in a loss of jobs and impairs our ability to improve America's infrastructure.

Secretary Peña and I hope Congress will act quickly to designate the National Highway System so that we can release these much needed funds.

Sincerely yours,

Rodney E. Slater
Administrator

Enclosure

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATIONAPPORTIONMENTS NOT AVAILABLE TO THE STATES
BECAUSE OF S. 1003(c) OF ISTEA AND NON-DESIGNATION OF NHS

STATES	NAT'L HIGHWAY SYSTEM/ INTERSTATE MAINTENANCE TOTAL WITHHELD	APPORTIONMENTS MADE ON 10/2/95 REDUCTIONS S. 1003(c) *	TOTAL
ALABAMA	100,720,000	18,341,000	119,061,000
ALASKA	63,116,000	17,845,000	80,961,000
ARIZONA	89,238,000	11,716,000	100,954,000
ARKANSAS	59,441,000	11,872,000	71,313,000
CALIFORNIA	467,505,000	105,561,000	573,066,000
COLORADO	88,319,000	14,161,000	102,480,000
CONNECTICUT	78,429,000	37,917,000	116,346,000
DELAWARE	26,457,000	6,764,000	33,221,000
DIST. OF COL.	27,251,000	6,600,000	33,851,000
FLORIDA	203,720,000	37,773,000	241,493,000
GEORGIA	168,998,000	26,859,000	195,857,000
HAWAII	26,739,000	12,861,000	39,600,000
IDAHO	44,238,000	7,910,000	52,148,000
ILLINOIS	192,692,000	63,683,000	256,375,000
INDIANA	115,391,000	26,422,000	141,813,000
IOWA	77,767,000	15,591,000	93,358,000
KANSAS	74,623,000	17,271,000	91,894,000
KENTUCKY	88,306,000	16,212,000	104,518,000
LOUISIANA	90,716,000	15,499,000	106,215,000
MAINE	29,851,000	8,143,000	37,994,000
MARYLAND	84,759,000	25,098,000	109,857,000
MASSACHUSETTS	94,395,000	36,658,000	131,053,000
MICHIGAN	158,560,000	33,722,000	192,282,000
MINNESOTA	95,186,000	15,821,000	111,007,000
MISSISSIPPI	64,605,000	12,793,000	77,398,000
MISSOURI	134,530,000	24,791,000	159,321,000
MONTANA	68,555,000	9,447,000	78,002,000
NEBRASKA	50,162,000	11,973,000	62,135,000
NEVADA	43,296,000	8,158,000	51,454,000
NEW HAMPSHIRE	29,285,000	7,438,000	36,723,000
NEW JERSEY	101,103,000	53,233,000	154,336,000
NEW MEXICO	68,925,000	8,843,000	77,768,000
NEW YORK	244,011,000	111,165,000	355,176,000
NORTH CAROLINA	123,087,000	25,526,000	148,613,000
NORTH DAKOTA	39,589,000	8,106,000	47,695,000
OHIO	193,654,000	46,684,000	240,338,000
OKLAHOMA	75,970,000	18,195,000	94,165,000
OREGON	71,737,000	13,951,000	85,688,000
PENNSYLVANIA	181,542,000	66,370,000	247,912,000
RHODE ISLAND	26,739,000	7,181,000	33,920,000
SOUTH CAROLINA	82,964,000	13,419,000	96,383,000
SOUTH DAKOTA	45,641,000	8,472,000	54,113,000
TENNESSEE	122,427,000	19,707,000	142,134,000
TEXAS	376,781,000	79,011,000	455,792,000
UTAH	67,028,000	7,355,000	74,383,000
VERMONT	27,588,000	6,843,000	34,431,000
VIRGINIA	129,897,000	24,650,000	154,547,000
WASHINGTON	102,563,000	19,426,000	121,989,000
WEST VIRGINIA	54,667,000	13,964,000	68,631,000
WISCONSIN	80,122,000	18,343,000	98,465,000
WYOMING	53,051,000	7,418,000	60,469,000
PUERTO RICO	27,627,000	6,516,000	34,143,000
TOTAL	5,233,563,000	1,249,278,000	6,482,841,000

* ESTIMATED REDUCTIONS ARE BASED ON PRELIMINARY \$2.7 BILLION
REDUCTION AS OF 8/10/95.
AMOUNTS DO NOT INCLUDE EQUITY ACCOUNTS (MINIMUM ALLOCATION,
HOLD HARMLESS, DONOR STATE BONUS, 90% PAYMENT).
AMOUNTS ARE SUBJECT TO CHANGE WHEN THE EQUITY ACCOUNTS ARE
COMPUTED FOR FY 1996.



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, October 5, 1995

DOT 175-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**DOT ISSUES MONTHLY
AIR TRAVEL CONSUMER REPORT**

Complaints about airline service filed with the Department of Transportation dropped by one-third in August compared with the same period in 1994, according to the department's monthly Air Travel Consumer Report.

Consumers filed 542 complaints in August, well below the 810 complaints registered in August 1994. A total of 512 complaints were filed in July 1995.

The department's report also shows that the 10 largest U.S. airlines posted a 79.9 percent on-time arrival record in August, down slightly from July's 80.1 percent. Delays caused by mechanical problems are included in the data.

The carriers reported a mishandled baggage rate of 5.04 complaints per 1,000 passengers in August, an improvement over July's 5.11 rate but not as good as August 1994's 4.85 mark.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 10405, Washington, D.C. 20590.

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

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, October 18, 1995

DOT 179-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**DOT AWARDS NEW
U.S.-VANCOUVER RIGHTS**

The Department of Transportation today awarded rights to six U.S. airlines for new services to Vancouver, British Columbia that will become available during the second year of the U.S.-Canada bilateral aviation agreement.

The carriers are American Airlines, which will fly to Vancouver from New York and Miami; America West Airlines from Las Vegas; Alaska Airlines from San Diego; Delta Air Lines from Cincinnati and Atlanta; Northwest Airlines from Minneapolis; and United Air Lines from Denver and Los Angeles.

"President Clinton's leadership on opening international markets has made a difference," Secretary Peña said. "With these new Vancouver services, passengers gain direct flights and the economies of the cities benefit from increased tourism."

The department, which asked for applications for Vancouver services on Sept. 22, acted quickly to grant exemptions to the carriers seeking these rights, in order to enable them to prepare for and promote their new services. The carriers may begin operating the services on Feb. 24, 1996.

All carriers will operate new services to Vancouver except Northwest, which adds two daily flights to its current Minneapolis-Vancouver service. American, Delta and United will provide one daily flight in each of their new markets, while the other carriers will serve their markets twice daily.

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The open-market agreement was signed on Feb. 24, 1995, in Ottawa by Secretary Peña and Canada's Transport Minister Douglas Young during President Clinton's visit to the Canadian capital. Since the signing, over 50 U.S. cities have received new nonstop air service to Canadian cities. Forty new services are provided by jet aircraft. The agreement allows U.S. carriers unrestricted rights to transborder markets, with the exception of temporary limitations on new services to Toronto, Montreal and Vancouver. New services to Montreal and Vancouver are being phased in over two years, and to Toronto over three years, after which all restrictions will be removed.

Airlines awarded first-year Vancouver authority were American Airlines for service from Dallas/Fort Worth; America West Airlines from Phoenix; Delta Air Lines from Salt Lake City; Northwest Airlines from Minneapolis; Reno Air from Reno, Nev.; and United Air Lines from San Francisco.

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NEW VANCOUVER SERVICE ROUTES

AIRLINE	CITY	SERVICE
Alaska Airlines	San Diego	Two daily roundtrips. First non-stop.
AmericaWest Airlines	Las Vegas	Two daily roundtrips. First non-stop.
American Airlines	New York	One daily roundtrip. First non-stop.
American Airlines	Miami	One daily roundtrip. First non-stop.
Delta Air Lines	Atlanta	One daily roundtrip. First non-stop.
Delta Air Lines	Cincinnati	One daily roundtrip. First nonstop.
Northwest Airlines	Minneapolis - St. Paul	Two additional non-stop roundtrips.
United Airlines	Denver	One daily roundtrip. First non-stop.
United Airlines	Los Angeles	One daily roundtrip. First daily non-stop roundtrip on United.



U.S. Department of
Transportation

News:

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

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FOR IMMEDIATE RELEASE
Monday, October 23, 1995

DOT 181-95
Contact: Bill Mosley
Tel.: (202) 366-5571

STANDARD TIME BEGINS SUNDAY, OCT. 29, FOR MOST AMERICANS

Most of the nation will return to standard time at 2 a.m. Sunday, Oct. 29, when clocks will be set back one hour. The change will provide an additional hour of daylight in the early morning.

Under provisions of the Uniform Time Act, daylight saving time is observed from the first Sunday in April to the last Sunday in October. Next spring, the nation will return to daylight saving starting Sunday, April 7, 1996.

The federal law does not require any area 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 law.

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

Transportation Secretary Federico Peña also reminds Americans to change the batteries in their smoke detectors when they change the time on their clocks.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, October 23, 1995

DOT 182-95
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT INVITES AIRLINE APPLICATIONS FOR NEW SERVICE TO MONTREAL

The Department of Transportation today invited U.S. airlines to submit applications for new services to Montreal that will become available during the second year of the U.S.-Canada bilateral aviation agreement.

The United States and Canada signed the new, open-market agreement on Feb. 24, 1995, enabling services between the two countries to expand significantly. The agreement allows U.S. carriers unrestricted rights to transborder markets, with the exception of temporary limitations on new services to Toronto, Montreal and Vancouver. New services to Montreal and Vancouver are being phased in over two years, and to Toronto over three years, after which all restrictions will be removed.

As in the first year of the agreement, the United States may designate six additional carriers for Montreal services. Each carrier receiving new Montreal authority may operate two daily round-trip flights, either flying from a single U.S. city or operating one daily flight from each of two U.S. cities. Applicants may propose service at new or existing gateway cities. Carriers that received awards in the first year may apply to use the new authority to expand services at the cities authorized for the first year's flights. The authority becomes available on Feb. 24, 1996. In addition, a seventh opportunity also is available because one of the carriers selected in the first year no longer is operating its service.

Airlines operating new first-year Montreal service are Flagship Airlines, doing business as American Eagle, from New York's Kennedy Airport; Continental Airlines from Newark, N.J.; Delta Air Lines from Atlanta; Northwest Airlines from Minneapolis/St. Paul; and USAir Shuttle from New York's LaGuardia Airport.

Applications are due in 14 days.

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U.S. Department of
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News:

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, October 25, 1995

DOT 183-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**SECRETARY PEÑA'S ASIA TRIP
TO PROMOTE U.S. INTERESTS;
WILL VISIT VIETNAM**

Secretary of Transportation Federico Peña today announced the itinerary of his trip to Asia, a mission to "advocate American interests in aviation, aerospace and other transportation sectors," he said.

The Secretary will visit Japan, Vietnam, Hong Kong, Indonesia, Malaysia, Thailand and the Philippines during his Nov. 6-21 trip.

Secretary Peña will be the first cabinet member to visit Vietnam since Secretary of State Warren Christopher opened the U.S. embassy in Hanoi on Aug. 6, and the first to highlight American business opportunities there.

During his visit, Secretary Peña will press for open aviation markets and discuss airport, mass transit and highway development with officials of Asian governments, as well as promote U.S. transportation goods and services.

"This trip is part of the administration's effort to open up new markets for American business and create more jobs at home," the Secretary said. "My visits to the Middle East and Taiwan helped win new business for American firms, and we hope for similar success during this Asian tour. The emerging nations of Asia will spend some \$1 trillion on infrastructure projects over the next few years, making them one of the hottest export markets and of vital interest to American business."

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While in Japan, the Secretary will meet with the Minister of Transport and deliver a report to Asia-Pacific Economic Cooperation (APEC) participants on the APEC ministerial held in Washington last June. In Hong Kong, he will attend a ceremony to confirm the new, more liberal U.S.-Hong Kong aviation agreement and tour a new airport development project.

Peña will meet with President Soeharto and other officials in Indonesia and discuss aviation, trade and other issues with Malaysian and Thai officials. In each country, he also will meet with representatives of U.S. companies doing business in the region.

Tentative Schedule for Secretary Peña

Sunday, November 5

- Depart Washington

Monday, November 6

- Arrive Tokyo

Tuesday, November 7

- Arrive Bangkok

Wednesday, November 8 -- Bangkok

- U.S.-Asean Business Council
- Meeting with Minister of Transport and Communication Matha
- American Chamber/Thai-U.S. Business Council

Thursday, November 9 -- Hanoi

- Meeting with government counterparts
- Meeting with American businesses

Friday, November 10 - Sunday, November 12 -- Hong Kong

- Meeting with Economic Services Secretary Gordon Siu
- Civil aviation agreement signing
- Tour of Chek Lap Kok Airport development project with Secretary Siu
- Meeting with American Chamber of Commerce members
- Visit to Macau
- Visit to Sea-Land's Asia Terminal

Monday, November 13, and Tuesday, November 14 -- Jakarta

- Meeting with Transportation Minister Haryanto
- Meetings with U.S. businesses

Tuesday, November 14, and Wednesday, November 15 -- Kuala Lumpur

- Remarks to American Chamber of Commerce
- Meeting with Minister of Transport Ling

Wednesday, November 15 - Sunday, November 19 -- Osaka

- APEC Ministerial Meeting: Secretary's report on APEC transportation ministerial held in June 1995
- APEC business symposium

Sunday, November 19, and Monday, November 20 -- Philippines

- Meeting with Transport Minister

Tuesday, November 21 -- return to Washington D.C.

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**U.S. Department of
Transportation**

News:

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

FOR IMMEDIATE RELEASE
Friday, October 27, 1995

DOT 185-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**U.S., MACAU INITIAL
AIR SERVICES AGREEMENT**

Delegations representing the United States and Macau have initialed their first-ever air services agreement, Secretary of Transportation Federico Peña announced today.

Macau, which is on the south coast of China near Hong Kong, will open its new international airport on Nov. 9. Macau is currently administered by Portugal but will become a Special Administrative Region of China in December 1999.

The air services agreement was initialed on Oct. 24.

"We are very pleased to be establishing a new aviation relationship with Macau," Secretary Peña said. "This modern agreement will complement other recent liberalizing initiatives that have been put in place with Hong Kong and the Philippines. The new agreement will provide the stability and flexibility to allow Macau to be integrated into the system of services that are being developed in the fast-growing Pacific Rim region.

"I look forward to the early establishment and development of air service links between the United States and Macau."

Before the agreement is formally signed, it must be approved by the Sino-Portuguese Liaison Group, which reviews all international obligations that will apply to Macau after December 1999.

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FOR IMMEDIATE RELEASE

Monday, October 30, 1995

DOT 186-95

Contact: Steven Akey

Tel.: (202) 366-4570

PEÑA ANNOUNCES DOT GRADE CROSSING SAFETY TASK FORCE

120-Day Report to Examine Rail/Highway
Safety Decision-Making Process

NORFOLK, VA – U.S. Transportation Secretary Federico Peña today announced that he has directed the formation of a Grade Crossing Safety Task Force within the Department of Transportation to conduct a comprehensive national review of highway-rail crossing design and construction safety measures.

"In the aftermath of last week's tragic accident in Illinois and the questions which have risen from it, I have ordered the department to build on our June 1994 rail crossing safety action plan by forming a task force to conduct a comprehensive national review of the design and construction of highway and rail crossings," said Peña. "We owe it to the children injured and killed last week, to the 600 and more killed every year, and to every motorist and passenger in this country that these measures are taken to ensure safe grade crossings."

Peña has directed the task force to report back to him by March 1, 1996, with its evaluation of the construction decision-making process and safety at the nation's grade crossings, as well as recommendations for improvement. "The Federal Railroad Administration has already made a good start in the effort in its initial assessment of signal linkages where highway and rail signals interconnect," said Secretary Peña. This task force will work in conjunction with state transportation officials to begin a nationwide crossing inventory, focusing on crossings with gates and lights and adjacent traffic signals.

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The task force will include representation from four agencies within the Department of Transportation: the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), and the Federal Transit Administration (FTA). Consulting with local and state transportation authorities, as well as the National Transportation Safety Board (NTSB), the task force will be headed by Associate Deputy Transportation Secretary Michael Huerta.

In 1994, 610 individuals were killed and 1,923 were injured in 4,921 grade crossing accidents in the United States. In June 1994, Secretary Peña announced a six-part, fifty-five step Grade Crossing Safety Action Plan. In September 1994, Secretary Peña convened a national rail safety summit in Washington. A country-wide public service campaign to reduce these accidents, "Always Expect a Train," was announced at the summit. Secretary Peña has also set a goal of closing the most dangerous 25 percent of the country's grade crossings, including 50 percent of the almost 4,500 that cross the National Highway System.

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FOR IMMEDIATE RELEASE
Wednesday, November 1, 1995

DOT 188-95
Contact: Bill Mosley
Tel.: (202) 366-5571

FLIGHT DELAYS, MISHANDLED BAGS, COMPLAINTS DECREASE IN SEPTEMBER

There were fewer flight delays, mishandled bags and consumer complaints registered with the Department of Transportation about airline service in September than in August, the DOT said today.

According to the department's monthly Air Travel Consumer Report, the 10 largest U.S. airlines posted an 85.6 percent on-time arrival record in September, well above August's 79.9 percent. Delays caused by mechanical problems are included in the data.

The carriers posted a mishandled baggage rate of 4.11 complaints per 1,000 passengers in September, an improvement over both August's 5.04 rate and September 1994's 4.35 mark.

Consumers filed 449 complaints with the department about airline service in September, 17 percent fewer than August's total of 542 and slightly less than September 1994's 471.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 10405, Washington, D.C. 20590.

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

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FOR IMMEDIATE RELEASE
Wednesday, November 1, 1995

DOT 189-95
Contact: Bill Mosley
Tel.: (202) 366-5571

HOUSE FAA BILL FAILS ON FUNDING REFORM, SECRETARY PEÑA SAYS

A pending bill in the House of Representatives to create an independent Federal Aviation Administration (FAA) "fails to address the fundamental issues facing the FAA in an acceptable manner," Secretary of Transportation Federico Peña said.

In a letter to Bud Shuster, chairman of the House Committee on Transportation and Infrastructure, Secretary Peña said that "the proposed changes in FAA management and budget treatment could actually undermine efforts to ensure aviation safety," adding that he would recommend that President Clinton veto the bill.

The Secretary said that the bill, H.R. 2276, "does not provide the funding reform necessary to assure FAA's safety and operational activities in a time of constrained budgets." Giving the Aviation Trust Fund "off-budget status" fails to address the needs of programs not funded by the trust fund, he said.

H.R. 2276, in creating a board to run the FAA, "will not only diffuse accountability in administering the FAA's programs, but create unnecessary impediments to timely and effective safety responses," Secretary Peña said. "Establishing the FAA as an independent agency, outside of the Department of Transportation, works against the development of a coordinated transportation system, the importance of which will continue to grow as resources available to meet transportation needs diminish. It also would create a new federal bureaucracy, contrary to our common goal of streamlining government."

The Secretary urged the committee to work with DOT to develop a bill "that truly meets the needs of our transportation system."

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<http://www.dot.gov/affairs/index.htm>*



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, November 2, 1995

DOT 192-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**TRIP TO ASIA WILL HELP U.S.
BUSINESSES, SECRETARY PEÑA SAYS**

Secretary of Transportation Federico Peña said today that the goal of his upcoming 17-day trade mission to Asia is to advance "President Clinton's effort to help American businesses be more successful and to make certain we're competing on a level playing field."

In an address to the U.S. ASEAN Council in Washington, Secretary Peña said that his trip "is a reflection of the President's belief in fair trade and opportunities for U.S. companies and workers.

"Asia is the fastest growing market anywhere," the Secretary said. "Already one-third of U.S. exports -- supporting 2.7 million American jobs -- are destined for East Asia markets." He noted that U.S. airlines soon will be generating more revenue from Pacific routes than Atlantic routes.

Secretary Peña will visit Japan, Thailand, Vietnam, Hong Kong, Macau, Indonesia, Malaysia and the Philippines. He will be accompanied by representatives from some two dozen American companies.

U.S. business needs to be a part of Asia's rapid development, the Secretary said, noting that East Asia and the Pacific plan to spend some \$600 billion on transportation projects alone over the next decade.

President Clinton, Secretary Peña added, "believes in giving American companies an opportunity to compete. He believes that trade is an important avenue for corporate opportunity, and an important part of our economic future. And it's no surprise that some say trade is our future."

-more-

He noted that the Clinton administration has promoted trade on numerous fronts, establishing 80 new trade agreements, creating a free trade zone with Mexico and Canada with the North American Free Trade Agreement, and winning more open markets for American automakers and parts suppliers. And last week, the President helped secure a \$6 billion aircraft sale to Saudi Arabia that will create thousands of jobs, he said.

Secretary Peña said that his trip to Vietnam will be the first trade mission to that country since the normalization of relations in August. Vietnam is just beginning to rebuild its transportation infrastructure -- roads, airports, seaports and rail -- "projects in which American firms have a competitive edge," he said.

In Hong Kong and Macau, Secretary Peña will formally announce recently-negotiated aviation agreements. In Japan, he will join President Clinton and report to the leaders of the Asia-Pacific Economic Cooperation on the transportation working group meeting he hosted in June. He also will meet with Japanese Transport Minister Hiranuma to discuss the state of the U.S.-Japan aviation relationship.

In the Philippines, the Secretary will look at the results of the new U.S.-Philippine air cargo agreement. In each country, he will examine transportation infrastructure development and how U.S. businesses can participate in it.

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**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, November 2, 1995

DOT 193-95
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT AWARDS TWO U.S.-TORONTO ROUTES; INVITES SECOND-YEAR APPLICATIONS

The Department of Transportation has awarded rights to two U.S. airlines for services to Toronto under the U.S.-Canada bilateral aviation agreement.

The department also invited U.S. airlines to submit applications for new services to Toronto that will become available during the second year of the agreement.

The department made final its tentative decision of Aug. 23, awarding certificates for first-year Toronto authority to Delta Air Lines for flights from Atlanta and USAir for service from Pittsburgh. The carriers were granted temporary exemption authority for these routes in February.

The United States and Canada signed the new, open-market agreement on Feb. 24, 1995, enabling services between the two countries to expand significantly. The agreement allows U.S. carriers unrestricted rights to transborder markets, with the exception of temporary limitations on new services to Toronto, Montreal and Vancouver. New services to Montreal and Vancouver are being phased in over two years, and to Toronto over three years, after which all restrictions will be removed.

As in the first year of the agreement, the United States may designate two additional carriers for second-year Toronto services. Each carrier receiving new Toronto authority may operate two daily round-trip flights, either flying from a single U.S. city or operating one daily flight from each of two U.S. cities. Applicants may propose service at new or existing gateway cities. The authority becomes available on Feb. 24, 1996.

Applications are due Nov. 15.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, November 3, 1995

DOT 194-95
Contact Steven J. Akey
Tel.: (202) 366-4570

PEÑA URGES REJECTION OF AMENDMENT THAT WOULD ERODE TRUCK SAFETY BENEFITS

U.S. Transportation Secretary Federico Peña today urged Congress to reject the so-called "Frito-Lay" amendment to the House-passed National Highway System bill that would exempt trucks weighing between 10,000 and 26,000 pounds from certain safety requirements.

"The provision has been considered in haste and is without a proper foundation in data and research, or even balanced public congressional hearings," Peña said in a letter to Sen. John Warner, chairman of the conference committee which is working to resolve differences between the House and Senate passed bills.

The amendment would direct the Department of Transportation to grant safety waivers to a broad segment of the trucking industry -- trucks weighing between 10,000 to 26,000 pounds, many of which are used for delivery services.

"If you remove this large class of trucks and their operators from applicable safety rules," the Secretary said, "the department expects that many of the safety benefits realized in recent years from uniform regulatory compliance and enforcement would be eroded."

Peña continued, "Section 354 is an experiment we can ill afford. The stakes are very high -- deaths and injuries of our fellow citizens. We know, for example, that nearly 40 percent of all truck accidents involve single-unit trucks, which fall within the class of vehicles eligible for the waiver. Besides the personal harm and property damage associated with such accidents, the vast majority of small and medium truck operations are in urban areas where traffic accidents cause significant delays and traveler disruption. Drivers of truck such as these that were involved in fatal crashes are cited more often than drivers of larger vehicles."

- (more) -

Peña said there was much to be proud of in the work to develop the final NHS designation legislation, and that "I urge you not to undo that achievement with provisions that could significantly diminish highway safety."

Peña also reiterated his opposition to the repeal of the National Maximum Speed Limit Law and the repeal of provisions encouraging motor cycle helmet laws and noted his opposition to special exemptions from the hours-of-service requirements for drivers of commercial motor vehicles, urging accommodation of concerns under the existing waiver authority.

A copy of the letter is attached.

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<http://www.dot.gov/affairs/index.htm>*

**U.S. Department of
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Office of the Secretary
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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, November 6, 1995

DOT: 195-95
Contact: William H. Schulz
Tel.: (202) 366-4570

U.S. DEPARTMENT OF TRANSPORTATION STUDY: TRAFFIC FATALITIES FALL ON 55 MPH ROADS, RISE ON 65 MPH ROADS

Peña Opposes Repeal of 55 mph National Maximum Speed Limit Law

A new report from the U.S. Department of Transportation shows that fatalities on 55 mph roads fell, while fatalities on 65 mph roads climbed. The study comes as Congress considers a National Highway System amendment that would repeal the 55 mph National Maximum Speed Limit Law.

The report, *National Maximum Speed Limit -- Fiscal Year 1993: Travel Speeds, Enforcement Efforts, and Speed-Related Highway Safety Statistics*, released today, showed that during FY 1993, the latest year studied, fatalities on roads posted at 55 mph fell 4.5 percent, while fatalities on roads posted at 65 mph rose 2.4 percent.

Transportation Secretary Federico Peña, who has opposed repeal of the National Maximum Speed Limit Law, said, "This is further evidence that the 55 mph National Maximum Speed Limit saves lives and should not be repealed. We must not turn back from a proven measure that has saved thousands of lives. Speed is a contributing factor in one-third of all fatal highway crashes, killing about 1,000 Americans every month and costing the nation a staggering \$24 billion each year. Allowing speed limits to rise above 55 mph simply means that more Americans will die and be injured on our highways."

The report showed that during FY 1993, 39,829 people lost their lives in motor vehicle crashes, an increase of slightly more than one percent from FY 1992. Of these deaths, 18,290 fatalities occurred on roads posted at 55 mph and 2,556 fatalities occurred on roads posted at 65 mph.

There were 19,148 fatalities on 55 mph posted roads in FY 1992 compared to 18,290 fatalities in 1993, for a drop of 4.5 percent. On 65 mph posted roads, there were 2,496 fatalities in FY 1992, which grew to 2,556 in FY 1993.

- (more) -

During the year studied, the average speed traveled nationwide on highways posted at 55 mph was 56.9 mph. Nationwide, the percentage of vehicles exceeding 60 mph, perhaps more indicative of the degree of compliance given the traditional five mph enforcement "tolerance" in most states, was 31.5 percent.

Over half a million miles, 536,846, were subject to speed monitoring and in excess of six million citations, 6,476,028, were issued for violations of the 55 mph speed limit.

The report is mandated by Congress, prepared pursuant to Section 1029 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA requires that the Secretary of Transportation report to Congress annually on travel speeds of motor vehicles on roads subject to the National Maximum Speed Limit, state enforcement efforts with respect to speeding violations on such roads and speed-related highway safety statistics.

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**U.S. Department of
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Office of the Secretary
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400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

FOR IMMEDIATE RELEASE
Monday, November 13, 1995

DOT 196-95
Contact: Bill Adams
Tel.: (202) 366-5580

DOT SHUTDOWN PLANS

In the event that neither the Department of Transportation Appropriations Act nor a new Continuing Resolution are enacted by November 14, the department would undertake a number of personnel and operational measures as part of the government-wide shutdown.

The department would require that employees who are necessary to protect life and property and ensure safety remain on the job. Excepted employees include: air traffic controllers; airline safety inspectors; pipeline inspectors; railroad inspectors; active duty Coast Guard military personnel, and those civilian employees of the Coast Guard and employees of the Maritime Ready Reserve Fleet who are involved in matters of national security.

Agencies within the department which derive funding from other sources, such as the Federal Transit Administration, Federal Highway Administration and the Saint Lawrence Seaway Development Corp., would not be affected by the shutdown.

Of the roughly 63,000 civilian DOT employees, approximately 22,000, or 35 percent, will be sent home in the case of a government shutdown.

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[\[Go back to previous page\]](#)



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Friday, November 17, 1995

DOT 198-95
Contact: Bill Mosley
Tel.: (202) 366-5571

SMALL COMMUNITIES' AIR SERVICE SUBSIDY REDUCTION PLAN ANNOUNCED

Subsidy reductions to airlines serving small communities under the Department of Transportation's Essential Air Service (EAS) program will be applied so as to maintain the highest level of flight service possible to all eligible communities, DOT announced today.

The department's order, which implements congressionally-mandated spending reductions for EAS, continues subsidy at all but one community presently covered under the program.

Currently, airlines serving 107 communities receive subsidies which totaled \$30.9 million in FY 1995. The average subsidy per passenger was \$47.

Under the FY 1996 Transportation appropriations bill passed by Congress, the total subsidy will be cut to \$22.6 million.

In order to maintain service to all eligible communities, subsidized EAS will be limited to two round trips on weekdays from a participating city; flights to second hub airports and weekend flights no longer will be eligible for subsidies. Under the statutory standard eliminating service for communities whose per-passenger subsidies exceed \$200 unless located more than 210 miles from the nearest medium or large hub airport, Worthington, Minn., is no longer eligible for subsidy. The changes will become effective Nov. 27 -- after the Thanksgiving weekend -- under the plan.

-more-

The EAS program was established in 1978 at the time the Airline Deregulation Act (ADA) was enacted. The ADA gave carriers almost total freedom to enter and exit markets, leading Congress to establish the EAS program to address concerns that small communities would lose service entirely.

Under the program, the department determines the minimum level of service required at each community by specifying the hub airport through which the community is linked to the national air transportation network, the minimum number of round trips and available seats, and other service criteria. Where necessary, DOT provides subsidy payments to airlines to ensure that the specified level of service is provided.

Under the order, interested persons have until 5:00 p.m. on Nov. 30 to file comments on the proposed reductions.

Media interested in obtaining a copy of the order may call the above number.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, November 20, 1995

DOT 199-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**SECRETARY PEÑA SIGNS
U.S.-PHILIPPINE AVIATION AGREEMENT**

Manila, Philippines -- Secretary of Transportation Federico Peña today signed the new U.S.-Philippine aviation agreement that was negotiated in September.

Under the agreement, both countries may designate two additional all-cargo carriers in the U.S.-Philippine market; previously, the agreement allowed only one. Also, one carrier from each country may conduct new all-cargo operations in the Saipan-Guam-Philippines market with the right to serve points beyond the territory of the other country.

The agreement allows U.S. cargo carriers to conduct hubbing operations at Subic Bay and Manila with increased operating flexibility. Cargo carriers will have the unlimited right to perform change-of-gauge operations, in which cargo is transferred from larger long-haul aircraft to another plane for short-haul service. Philippine carriers received expanded access to U.S. cities through direct and code-share operations -- four new gateways and many additional U.S. points that can be served one-stop or under code shares.

In addition, frequencies for passenger carriers in the U.S.-Philippine market will be increased in phases over the term of this agreement. The agreement also allows extensive charter operations in the U.S.-Philippine market.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, November 21, 1995

DOT 200-95
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT ASSESSES PENALTY FOR ADVERTISING VIOLATIONS ON INTERNET

The Department of Transportation today assessed its first civil penalty against an airline for advertisements on the Internet.

The department said that it will continue to monitor airline advertising on the Internet, which is being used more frequently by sellers of air transportation.

According to DOT, Virgin Atlantic Airways violated the department's advertising regulations by failing to disclose the full price of flights advertised on the Internet's World Wide Web. The ads listed a fare for flights between Newark, N.J. and London that was not available. Additionally, at the time the advertised fare had been available, it had not included \$38.91 in unspecified taxes.

Virgin Atlantic agreed to cease and desist from future violations of DOT regulations, and to pay a civil penalty of \$14,000, half of which will be forgiven if it commits no further violations. The department said that the carrier cooperated fully and immediately corrected the ads upon being notified of the problem.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, November 28, 1995

DOT 202-95
Contact: Bill Adams
Tel.: (202) 366-5580

Grade Crossing Safety Task Force Plans Public Meetings, Sets up Internet Address, Fax Number to Receive Comments from Public

U.S. Transportation Secretary Federico Peña today invited the public to share its views concerning grade crossing safety and announced several steps the department is taking to enable the public to communicate with the Grade Crossing Safety Task Force.

Peña announced that the task force will hold public meetings, and establish a dedicated FAX line and Internet address to obtain public comment concerning highway-rail grade crossing safety. The public is also invited to write to the task force and to respond to the notice in today's *Federal Register*.

Secretary Peña directed formation of the task force on Oct. 30, immediately following the tragic Fox River Grove, Ill. accident in which a commuter train struck a school bus, killing seven. Peña directed the task force to report back to him by March 1, 1996. The task force released its charter Nov. 22, 1995.

Peña said, "The task force continues to move forward in its comprehensive review of the decisionmaking processes affecting the planning, design, construction, maintenance and operation of highway rail grade crossings. We will soon be announcing the dates of public meetings in Raleigh, N.C.; Chicago, Ill.; and Los Angeles, Calif. We are also setting up a dedicated FAX line and an Internet address to receive information from the public."

General comments may be forwarded to the Task Force by mailing them to the Grade Crossing Safety Task Force, Room 10126, U.S. Department of Transportation, 400 Seventh St., SW, Washington, D.C. 20590.

- (more) -

Fax Comments

Comments may be faxed to the task force by dialing (202) 366-8999. The fax line will open Dec. 1, 1995 and close April 1, 1996.

Internet

To comment using the Internet, the task force address is - [hp://www.dot.gov/dotinfo/general/xingtf/](http://www.dot.gov/dotinfo/general/xingtf/). The Internet address will operate from Dec. 1, 1995 to April 1, 1996.

Federal Register

The general public is also invited to share views with the task force through comments to the *Federal Register* notice of Nov. 28.

Written comments on the issues raised in the notice may be mailed to Office of the Secretary, Documentary Services Division C-55, Attention: Grade Crossing Safety Task Force, Public Docket - OST-95-859, Room PL 401, U.S. Department of Transportation, 400 Seventh Street, SW; Washington, D.C., 20590.

According to its charter, the task force is looking for specific comments on highway traffic signals along roads close to rail crossings that are triggered by oncoming trains; the roadway space allotted to vehicles stopped between a road intersection and nearby rail tracks; junctions at which rail tracks are elevated above the road surface crossing and the tracks, thereby exposing vehicles to the risk of getting stuck on the tracks; light rail transit crossings that lack standards for crossing design, warning devices and traffic control measures; and inclusion of grade crossing information in the permit process for slow, low and other special vehicles whose routes cross rail rights-of-way.

Background Information

Background information about the task force is available at the task force's Internet address. Effective Dec. 6, background information will also be available from the National Highway Traffic Safety Administration's Auto Safety Hotline at 1-800-424-9393.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, November 29, 1995

DOT 203-95
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT ELIMINATES CARGO TARIFF-FILING REQUIREMENT

The Department of Transportation, as part of its continuing effort to identify and eliminate unnecessary regulations and support the Clinton administration's campaign to reinvent government, today exempted all U.S. and foreign air carriers from the current requirement for filing international cargo tariffs.

Today's action, which adopts the department's earlier proposal, immediately eliminates the filing of tariffs showing cargo prices. In response to comments, however, the rule allows tariffs showing general terms and conditions of carriage to remain in effect for up to 90 days to permit carriers to make changes to their air waybills and other shipping documents.

"This requirement was costly and burdensome to everyone connected with it," Secretary Peña said. "Eliminating routine filing of cargo tariffs removes a burden from the industry, and the department no longer has to process and store these tariffs in an era of scarce and diminishing resources."

DOT estimates that elimination of the international tariff-filing requirement could save the airline industry nearly \$600,000 per year in direct costs, while also enabling DOT to achieve a more efficient allocation of resources.

The department found that each carrier's individually-set cargo rates and rules have largely been deregulated by DOT policy, and that neither shippers nor the department rely on tariffs to obtain essential information or to identify problems. However, carriers still were filing thousands of pages of cargo tariffs each year and the department still was processing them.

The department noted that while routine government supervision of cargo tariffs is no longer necessary to protect the public, the final rule allows reimposition of the filing requirement in specific cases should that prove necessary.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, November 30, 1995

DOT 204-95
Contact: BTS Product Line
Tel.: (202) 366-DATA

DOT RELEASES WORLDWIDE TRANSPORTATION DIRECTORY

Secretary of Transportation Federico Peña has announced the release of the Department of Transportation's *Worldwide Transportation Directory*, the first of its kind, which was designed to help transportation data users, policy makers, planners, researchers, and others to locate essential information contacts and statistical agencies in different countries.

"The department's Bureau of Transportation Statistics (BTS) has done a valuable service for those who require transportation information from different countries," Secretary Peña said, noting that, "Transportation information has become a global commodity. Individual national economies are now more highly linked, and there is a growing need for transportation, trade, and tourism statistics that are timely, accurate, and accessible. Seldom before have the primary contacts for accessing such information been readily available."

The Directory lists, by continent, 1,751 contact points in 189 countries, plus 36 dependencies and areas of special sovereignties. Data entries were restricted primarily to government and quasi-government agencies and organizations. In addition to these, there are 59 transnational organizations that span the interests and responsibilities of several countries, and in some cases even continents.

Dr. T. R. Lakshmanan, director of BTS, stated, "This comprehensive inventory of transportation data sources is another illustration of the Bureau's commitment to providing accessibility to transportation information, be it here or abroad."

The Directory is also available in electronic format from BTS. It contains expanded information including organizational description, notes and data source.

To order the *Worldwide Transportation Directory* or for further information, contact the Bureau of Transportation Statistics at (202) 366-DATA or by fax at (202) 366-3640.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE

Thursday, November 30, 1995

DOT 205-95

Contact: Jim Pinkelman

Tel.: 202-366-0660

**DOT ANNOUNCES NATIONAL HIGHWAY SYSTEM
APPORTIONMENTS TO STATES FOR FISCAL 1996**

Secretary of Transportation Federico Peña today announced \$5.4 billion in fiscal year 1996 apportionments that states will receive because President Clinton on Tuesday signed legislation designating the National Highway System (NHS).

"President Clinton has called the National Highway System a prime example of common sense, strategic investment of federal resources," Secretary Peña said. "The National Highway System is truly the backbone of America's transportation network, representing strategic investment not only in our transportation system, but also in our economy."

The National Highway System includes the current Interstate System as well as other important routes, most of them existing two- or four-lane highways. Although it comprises only 4 percent of the nation's highways, the NHS carries about 40 percent of all traffic, 75 percent of commercial traffic and 80 percent of tourist traffic in the United States.

"The funds released by this legislation will be used to improve those key roads, bringing the benefits of the Interstate system to all areas of the country," said Federal Highway Administrator Rodney Slater. "This investment, in turn, will enhance the nation's economy, mobility, safety and defense."

The National Highway System is also strongly intermodal, with many of its roads connecting to airports, seaports, rail stations and other transportation facilities. "The NHS is an important step toward a balanced and seamless transportation network that will help America remain the most mobile nation in the world," Slater said.

The accompanying table lists the fiscal 1996 National Highway System allocations for each state.

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STATE	TOTAL
ALABAMA	102,062,485
ALASKA	64,623,769
ARIZONA	90,641,555
ARKANSAS	60,358,922
CALIFORNIA	494,916,403
COLORADO	90,151,986
CONNECTICUT	79,970,655
DELAWARE	26,966,469
DIST. OF COL.	27,547,818
FLORIDA	205,733,323
GEORGIA	169,864,998
HAWAII	27,257,143
IDAHO	44,947,341
ILLINOIS	196,139,999
INDIANA	118,538,163
IOWA	79,481,612
KANSAS	75,911,413
KENTUCKY	89,788,127
LOUISIANA	92,645,876
MAINE	30,454,560
MARYLAND	85,742,996
MASSACHUSETTS	95,606,573
MICHIGAN	160,479,088
MINNESOTA	97,411,184
MISSISSIPPI	64,868,522
MISSOURI	137,055,692
MONTANA	69,472,018
NEBRASKA	50,737,857
NEVADA	43,437,938
NEW HAMPSHIRE	29,873,211
NEW JERSEY	102,714,048
NEW MEXICO	70,234,057
NEW YORK	245,635,425
NORTH CAROLINA	124,007,917
NORTH DAKOTA	40,337,885
OHIO	198,096,746
OKLAHOMA	77,738,681
OREGON	72,379,274
PENNSYLVANIA	183,122,344
RHODE ISLAND	27,257,143
SOUTH CAROLINA	84,661,440
SOUTH DAKOTA	46,613,896
TENNESSEE	12,464,704
TEXAS	379,223,044
UTAH	68,274,293
VERMONT	28,129,166
VIRGINIA	133,844,183
WASHINGTON	103,541,920
WEST VIRGINIA	55,280,882
WISCONSIN	81,957,792
WYOMING	53,738,626
PUERTO RICO	27,932,318
TOTAL	5,332,055,480



U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, December 4, 1995

DOT 206-95
Contact: Bill Mosley
Tel.: (202) 366-5571

BUMPING RATE DECLINES IN 1995, DOT REPORT SHOWS

Fewer passengers were bumped from flights by the 10 largest U.S. carriers during the first nine months of 1995 than during the same period of 1994, the Department of Transportation said today.

According to the department's monthly Air Travel Consumer Report, the carriers posted an involuntary denied boarding, or bumping, rate of 1.03 per 10,000 passengers between January-September 1995, compared to the 1.21 rate recorded during the first nine months of 1994. The bumping rate of 1.00 per 10,000 passengers for July-September 1995 was a slight improvement over both the 1.02 mark recorded in the second quarter of this year and 1.03 for the third quarter of 1994.

The report also shows that the 10 largest U.S. airlines had an on-time arrival record of 82.1 percent in October, down from September's 85.6 mark. Delays caused by mechanical problems are included in the data.

The carriers posted a mishandled baggage rate of 4.41 complaints per 1,000 passengers in October, not as good as September's 4.11 rate but an improvement over October 1994's 4.70 mark.

Consumers filed 518 complaints with the department about airline service in October, up from the 449 received in September but fewer than October 1994's total of 548.

Consumers may file their complaints with the Aviation Consumer Protection Division, U.S. Department of Transportation, C-75, 400 7th St., S.W., Room 4107, Washington, D.C. 20590.

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

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, December 4, 1995

DOT 207-95
Contact: Bill Mosley
Tel.: (202) 366-5571

U.S., INDIA REACH IMPORTANT AVIATION AGREEMENT

The United States and India have negotiated a bilateral aviation agreement that expands economic opportunities for the airlines of both countries, Secretary of Transportation Federico Peña announced today.

The agreement was reached after three rounds of negotiations which concluded in New Delhi on Dec. 2.

"This agreement advances liberalization in an important Asian market, adding to the administration's recent successes in the Philippines, Hong Kong and Macau," Secretary Peña said. "It will increase access for U.S. carriers to the expanding India market which is poised for unprecedented growth." The Secretary went on to note that European airlines carry more than half of the passengers in the market and that now U.S. and Indian airlines can carry more of this traffic with more efficient connections on the long route from the United States to the Indian subcontinent.

The agreement paves the way for United Airlines to introduce on Dec. 14 round-the-world service, not seen since formerly operated by Pan American World Airways. United will fly on a Los Angeles-London-New Delhi-Hong Kong-Los Angeles routing in an east-bound and west-bound service.

The agreement also allows Northwest Airlines to begin direct service to India in January 1997. Also during the talks, Delta Air Lines and Tower Air, which both provide scheduled air services between the United States and India on transatlantic routings, were able to have landing slot problems in India resolved.

-more-

The United States obtained access to Madras in addition to its current rights to serve New Delhi, Bombay and Calcutta. Indian carriers received the right to serve five U.S. cities, including Chicago, in addition to their current authority to fly to New York and Los Angeles or San Francisco. It is expected that Air India now will consider new service to Chicago and Washington.

Finally, airlines from each country will be permitted to operate code-share services with each other's carriers as well as those of third countries, a provision designed to strengthen the global systems of airlines, the Secretary said. Air India and United Airlines already have reached a code-sharing agreement, and other U.S. airlines have expressed strong interest in teaming up with partners to increase service opportunities for consumers.

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<http://www.dot.gov/affairs/index.htm>*

**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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

Official Business
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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, December 6, 1995

DOT 209-95
Contact: Bill Moslley
Tel.: (202) 366-5580

**PEÑA, HINSON JOIN AVIATION EXPERTS
TO SET NEW SAFETY AGENDA FOR 1996**

U.S. Secretary of Transportation Federico Peña and Federal Aviation

Administrator David R. Hinson met today with 300 aviation safety experts in New Orleans to evaluate the first year of a nationwide aviation safety partnership among government, industry and labor, and to set the aviation safety agenda for the coming year.

Peña opened the two-day conference — the Aviation Safety Initiative Review — by praising conference attendees for their success in “making a safe system even safer” and urging them to stay focused on meeting the goals of “zero accidents” and “shared responsibility” that were adopted last January at the nationwide Aviation Safety Summit in Washington, D.C.

“Your hard work and commitment have transformed the aviation community’s long tradition of cooperation into a dynamic partnership that will continue to ensure the safety of the millions of people who travel America’s skies,” Peña said. “Zero accidents is the only acceptable standard of safety, one that we must achieve every day, on every flight.”

Peña pointed to several important safety initiatives that were either completed or advanced during the past year. Among those was the Federal Aviation Administration’s (FAA) proposed rule to require “one level of safety” for all scheduled commercial flights on aircraft with 10 or more seats. Peña said the new rule, which the FAA expects to publish this month, will require all commuter airlines that operate airplanes with 10-30 seats to meet the same rigorous safety standards as the major air carriers.

- more -

During the conference, Peña worked alongside aviation industry and labor leaders in workshops on six critical safety areas: crew training; air traffic control and weather; safety data collection and use; applications of emerging technologies; aircraft maintenance procedures and inspections; and flight operation procedures.

Workshop participants will revise, revalidate or set new priorities and initiatives as needed and report their conclusions and recommendations to Hinson at a session tomorrow afternoon. The final conference report and action plan for 1996, will be published in February.

“Aviation is so safe today that it takes major efforts to make even minor gains,” Hinson said. “It’s a game of inches, but it is the most important thing we do. Safety is, and always has been, the number one priority of the aviation industry. Each new initiative we identify and accomplish increases passenger safety and moves us a little closer to zero accidents. Every safety improvement has the potential to prevent injuries and save lives.”

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An electronic version of this release can be obtained via the World Wide Web at:
<http://www.dot.gov/affairs/index.htm><P>



FACT SHEET

AVIATION SAFETY INITIATIVE REVIEW NEW ORLEANS DECEMBER 6-7, 1995

Introduction

The Aviation Safety Initiative Review demonstrates the aviation community's uncompromising long-term commitment to a safety standard of *zero accidents*. The two-day, industry-led meeting brings together the nation's aviation safety experts from industry, labor and government to build upon the initiatives identified earlier this year and to set the safety agenda for 1996. An updated Aviation Safety Action Plan will be released in February 1996.

Background

In January, the aviation community formed an unprecedented partnership to define a plan to improve aviation safety. The meeting produced four new ways of doing business:

1. An ambitious new standard of aviation safety: *zero accidents*.
2. Shared responsibility: a new way of thinking that makes passenger safety the responsibility of everyone who flies, builds, regulates, services, inspects or repairs aircraft.
3. An active partnership among industry, labor and government that increases commitment and accountability for achieving and sustaining *zero accidents*.
4. The Aviation Safety Action Plan, "Zero Accidents: A Shared Responsibility," provided the framework for the aviation community to begin building a continuing process to improve aviation safety.

Passenger Growth & Accidents

The United States operates the safest and most complex air traffic system in the world, handling 82 million air traffic operations annually (roughly two flights per second). On a typical day, 1.5 million passengers on 30,000 flights move safely to their destinations.

The number of passengers traveling on U.S. carriers is predicted to grow by 56 percent over the next 10 years. Worldwide passenger growth is expected to be even greater. Accident rates today are consistently half what they were a decade ago. However, the rapid growth in air travel has the potential to cause a 56 percent increase in fatalities over the next 10 years unless we stay ahead of that growth by continuing to improve the accident rate from its already low level.

Accomplishments: 1995 Highlights

The Aviation Safety Action Plan, adopted at the Aviation Safety Summit last January, identified 173 safety initiatives in six critical areas: crew training; new technologies; air traffic control and weather issues; aircraft maintenance; procedures and inspections; flight operating procedures; and safety data collection and use.

Significant accomplishments:

<u>Initiatives identified in February 1995:</u>	<u>173</u>
Initiatives targeted for completion by end of FY '95:	91
Completed:	70 (77% of FY '95 initiatives)
Ongoing/under review:	21 (23% of FY '95 initiatives)
Initiatives scheduled for 1996-1999:	65
Ongoing Initiatives:	17

Some initiatives are ongoing. For example, the establishment of the FAA's Aviation Weather Division in November, which achieved the objective of consolidating the agency's weather activities, will serve as a catalyst for additional weather-related initiatives.

Development of Flight Operating Procedures

Goal: Identify strategies to direct the systematic development of safe and efficient flight operational procedures that will not only recognize limitations of present support systems but also define requirements for future support system improvements.

- **Safety Audit.** In January, the FAA committed to conduct a safety inspection of all air carriers with 10 or more passenger seats. The audit will be completed by the end of December.
- **Air Carriers Establish Safety Evaluation Programs & Safety Positions.** In February, the airlines voluntarily agreed to establish internal safety evaluation programs and safety office positions. At that time, 46 airlines had safety evaluation programs in existence. The number has more than doubled to 95 out of a total of 138 air carriers. The number of safety office positions has increased by 83 percent, from 60 in February to 108 today.
- **FAA Names Safety Officer.** On February 15, FAA Administrator Hinson named Christopher Hart to the new position of Assistant Administrator for System Safety to serve as a key advisor to the Administrator on emerging trends in aviation safety.

Crew Training

Goal: Enable rapid adoption of modern training methods and technologies.

- **One Level of Safety.** On March 24, the FAA published a notice of proposed rulemaking outlining new regulations that mandate "one level of safety" for all carriers using aircraft with 10 or more seats. The final rule is expected in December.
- **Advanced Qualification Program (AQP).** AQP aims to improve training. It is an alternative method of qualifying, certifying, training and ensuring the competency of flight crew members, flight attendants, aircraft dispatchers, instructors, and evaluators under Part 121 (major carriers) and Part 135 (commuters) of the FARs. Seven major air carriers are participating in the AQP program. Seven regional carriers are in the development phase and one program has been implemented. Training centers and aircraft manufacturers are also active participants in the program.

Air Traffic Control & Weather Issues

Goal: Identify goals and strategies to ensure that air traffic control and weather information systems and procedures are coherently aligned to ensure increased safety as well as increased efficiencies and effectiveness in flight operations.

- **Runway Incursions.** On April 17, the FAA released a comprehensive Runway Incursion Action Plan which addressed human performance, communications, guidance, surveillance, and surface traffic management.
- **FAA Aviation Weather Division.** On October 1, the FAA established an Aviation Weather Division to enhance the agency's ability to prevent accidents and reduce delays attributable to weather. The new office consolidates the agency's weather activities into one office in the Air Traffic Services line of business.

Aircraft Maintenance Procedures & Inspections

Goal: Identify more effective procedures and processes that can be implemented to eliminate maintenance related discrepancies.

- **Unapproved Parts.** On November 13, the FAA established a National Program Office to focus exclusively on unapproved parts and combine the expertise and processes previously covered by two separate FAA offices.
- **Maintenance Resource Management System.** The FAA and industry have established a system that identifies the cause and effect of maintenance induced errors. A prototype program has been developed with a major air carrier. Other major air carriers are interested in establishing such programs.

Safety Data Collection & Use

Goal: Identify needed changes which will ensure all aviation safety data are available for immediate use in accident prevention.

- **Air Transportation Partnership for Safety Programs.** These voluntary data sharing programs focus on fixing safety problems. The programs, intended for major air carriers, commuters and major domestic repair stations, encourage employees of certificate holders participating in the programs to disclose important safety information without fear of legal enforcement.
- **Flight Operations Quality Assurance (FOQA) Programs.** Three working groups at the January meeting identified Flight Operations Quality Assurance (FOQA) programs as a major partnership action to achieve *zero accidents*. This agreement will give the FAA access to in-flight recorded data collected by airlines to improve safety in the following areas: flight crew performance; training; air traffic procedures; airport maintenance and design; and aircraft operations and design. Airline participation is voluntary. The FAA, labor and industry are working with NASA Ames on research and development. A model program has been initiated with some major airlines.

Applications of New Technologies

Goal: Identify applications and implementation strategies for these technologies.

- **Human Factors.** On June 13, the FAA announced a comprehensive initiative to conduct and apply human factors research to the national Airspace System in a joint FAA/DoD/NASA commitment to making the airspace system safer and less complicated for those who use it.
- **Future Air Navigation System (FANS).** On June 21, the FAA and Qantas Airlines began operational trials of a new oceanic satellite-based communication, navigation and surveillance system.
- **National Airspace Data Interchange Network (NADIN II).** On March 31, the FAA inaugurated operation of the National Airspace Data Interchange Network, a highspeed data communications system that enhances the controller's ability to pass information to pilots.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Wednesday, December 6, 1995

DOT 210-95
Contact: Bill Adams
Tel.: (202) 366-5580

**GRADE CROSSING SAFETY TASK FORCE
TO HOLD FIRST MEETING IN RALEIGH**

Continuing its comprehensive review of the design, construction, maintenance and operation of highway-grade rail crossings across the nation, the U.S. Department of Transportation's newly-formed Grade Crossing Safety Task Force will convene its first public meeting in Raleigh, N.C., Dec. 19.

Transportation Secretary Federico Peña said, "What the task force learns from both the public and the experts during this and subsequent meetings will be reported to me by March 1 and will guide our next steps in the department's ongoing efforts to improve grade-crossing safety."

Secretary Peña established the task force immediately following the tragic Fox River Grove, Ill., accident in which a commuter train struck a school bus, killing seven. The task force will work with state, local and private sector transportation officials to review existing standards. Then it will develop a summary of national needs, focusing on coordinated decisionmaking, inspection and approval processes for highway-rail grade crossings.

The task force will meet all day Dec. 19 at the North Carolina Museum of History. The meeting will consist of two sessions, a town hall meeting in the morning and technical discussions in the afternoon.

Town Hall Meeting, 9 a.m. to 12 noon: The task force will present an overview of its activities and seek general public comment on highway-rail grade crossings.

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Technical Discussions, 1:30 p.m. to 4 p.m.: Five concurrent sessions will cover key topic areas, including interconnected highway/rail signals, vehicle storage space between rail lines and highways, junctions where rail tracks are elevated above the road surface crossing, light rail transit crossings and the inclusion of grade crossing information in the permit process for special vehicles.

Two more public meetings will be held, in Chicago and Los Angeles. Dates will be announced in the near future.

People who cannot attend the meetings may provide comments to the task force via fax to (202) 366-8999. Comment may be sent on the Internet, to:

<http://www.dot.gov/dotinfo/general/xingtf/>

The fax line and Internet address will operate from Dec. 1-April 1. Comments may also be submitted by mail to the Grade Crossing Safety Task Force, Room 10126, U.S. Department of Transportation, 400 Seventh St. N.W., Washington, D. C. 20590.

The North Carolina Museum of History, located at 109 East Jones Street, is wheel-chair accessible. Sign language interpreters will be available at the town hall session by request.

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**U.S. Department of
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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, December 7, 1995

DOT 208-95

Contacts: Bill Adams

Tel.: (202) 366-5580

Cynthia McMickens

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**PEÑA OPENS HIGH-TECH I-75 SYSTEM
THAT BOOSTS SAFETY, IMPROVES COMMERCE**

U.S. Secretary of Transportation Federico Peña today officially opened an automated identification and clearance system for commercial vehicles on U.S. Interstate 75 and Canadian Highway 401 that will reduce congestion and enhance safety along the highway in six states and Ontario.

The system enables Intelligent Transportation Systems (ITS)-equipped commercial vehicles to travel with minimal stops at the 29 weigh/inspection stations along the 2,200 miles of highway, from Miami into Ontario. Trucks are equipped with transponders that can send information and receive a signal electronically, enabling weigh station readers to check for driver, vehicle identification and related information such as size and weight as the truck continues on its way.

"This technology benefits not only the commercial truck drivers with a smoother trip," said Secretary Peña, "but it enhances highway safety. This project shows that intelligent transportation systems are a reality today, not just a potential for tomorrow, reducing traffic delays and cutting air pollution for every other driver on the road."

The system, the first of its kind in the United States, was developed through ADVANTAGE I-75, a public-private partnership that has deployed ITS technology at 29 weigh/inspection stations along Interstate 75 and Canadian Highway 401. The technology is being tested in the six contiguous states through which Interstate 75 runs (Florida, Georgia, Tennessee, Kentucky, Ohio and Michigan) and Canadian Highway 401 in the province of Ontario.

- (more) -

The I-75 partnership also includes a broad representation of private sector partners, and about 40 commercial carriers. The Federal Highway Administration (FHWA), an agency of the U.S. Department of Transportation, provided about \$7.7 million to develop, deploy and test the system. That figure is about half the cost of construction for a new weigh/inspection station. There are now plans under way to expand deployment of this technology beyond I-75.

"These six states and Ontario have shown remarkable leadership in developing an effective partnership with the federal government and the private sector on the ADVANTAGE I-75 system," said FHWA Administrator Rodney E. Slater. "This kind of partnership serves as a model for the rest of the country as other states take advantage of ITS technology to make our nation's highways safer and more efficient."

Benefits of the ADVANTAGE I-75 system include:

- improved safety by reducing the need for truckers to slow and accelerate from high-speed traffic;
- reduced highway congestion by allowing participating carriers to continue past weigh stations at normal operating speeds, thus eliminating truck backups on highways;
- greater compliance from motor carriers, which will lead to increased state revenue because of less tax evasion;
- reduced damage to highways through fewer overweight loads;
- reduced operating cost at weigh stations; and
- reduced cost to the consumer by stimulating the use of labor-saving devices.

"ADVANTAGE I-75 is an excellent example of a public-private partnership that is using technology creatively and effectively to make America's transportation system better," Secretary Peña said. "It will cut costs to shippers and consumers alike, enhance economic activity, and improve safety on our nation's highways."

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

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

FOR IMMEDIATE RELEASE
Thursday, December 7, 1995

DOT 211-95
Contact: Bill Mosley
Tel.: (202) 366-5571

U.S. MAJOR AIRLINES REPORT RECORD OPERATING AND NET PROFITS FOR QUARTER ENDED SEPTEMBER 1995

The Department of Transportation today released the third quarter 1995 financial and traffic results for the 11 major U.S. airlines, showing for the second consecutive quarter a combined operating profit exceeding \$2 billion and net profit of over \$1 billion.

All airlines within the major group reported an operating profit for the third quarter 1995 and all but Trans World Airlines, which recorded a large nonoperating write-down associated with its emergence from bankruptcy, reported a net profit. New all time carrier records in operating profit were reported by six major airlines -- America West, American, Continental, Northwest, Southwest and United -- as all passenger carriers showed improvement over the third quarter of 1994.

Secretary of Transportation Federico Peña said, "For the second consecutive quarter we have seen record-setting performances by the nation's major air carriers. This indicates that President Clinton's economic and aviation policies continue to enhance the ability of the airline industry to operate profitably. This will make our airline industry stronger domestically and allow it to be a strong competitor on a global scale. We anticipate that the airline industry will continue to perform well during the fourth quarter, and that 1995 will prove to be an exceptional year."

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For the nine months ended September 1995, the majors attained a combined operating profit of nearly \$5 billion while achieving a net profit of over \$2 billion. These are improvements of \$2.5 billion and \$1.7 billion, respectively, over the nine months ended September 1994. Operating revenues rose 4.8 percent, far exceeding the 0.7 percent increase in operating expenses.

For the 12 months ended September 1995, operating profit for the majors improved \$2.6 billion over the 12 months ended September 1994 to \$4.9 billion. Net income also improved, rising \$63 million to \$1.1 billion.

The department said that the industry's sharp improvements and strong results are the outcome of significant efforts by all carriers to control operating expenses, which for the quarter rose 1.9 percent from a year ago, and at the same time to boost their operating revenues, up 5.4 percent for the quarter. Passenger traffic grew 1 percent as passenger yield increased 3.9 percent.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Monday, December 11, 1995

DOT 212-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**DOT AWARDS NEW
U.S.-MONTREAL RIGHTS**

The Department of Transportation today awarded rights to five U.S. airlines for services to Montreal that will become available during the second year of the U.S.-Canada bilateral aviation agreement.

"President Clinton has made great strides in opening markets not only around the world, but also right next door. With these new Montreal services, we continue to realize the benefits of our new, open-market agreement with Canada," Secretary of Transportation Federico Peña said. "Passengers and shippers will gain direct flights, and the economies of the cities will benefit from increased travel."

The department awarded new Montreal authority to Delta Air Lines for twice-daily service from Cincinnati and to United Air Lines for daily service from Miami. In addition, Continental Airlines, Flagship Airlines (doing business as American Eagle) and Northwest Airlines won the right to add additional service to Montreal from, respectively, Newark, N.J., New York and Minneapolis. Finally, United will add one daily flight to its Chicago-Montreal service in addition to the two flights it recently was awarded for first-year Montreal authority.

The carriers may begin the new flights on Feb. 24, 1996.

The United States and Canada signed the new, open-market agreement on Feb. 24, 1995, enabling services between the two countries to expand significantly. The agreement allows U.S. carriers unrestricted rights to transborder markets, with the exception of temporary limitations on new services to Toronto, Montreal and Vancouver. New services to Montreal and Vancouver are being phased in over two years, and to Toronto over three years, after which all restrictions will be removed.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Tuesday, December 12, 1995

DOT 213-95

Contact: Carolee Bush

Tel.: (202) 366-6946

DOT RELEASES 1995 TRANSPORTATION
STATISTICS ANNUAL REPORT

Secretary of Transportation Federico Peña today announced the release of the *1995 Transportation Statistics Annual Report*. The report is the second annual summary of the state of the transportation system and its consequences from the department's Bureau of Transportation Statistics, headed by Dr. T. R. Lakshmanan.

"Our transportation network is the backbone of our economy. Transportation demand accounted for \$688 billion or 11 percent of America's gross domestic product in 1993," Secretary Peña said.

The report, based on the latest data available, includes a thematic section on "The Economic Performance of Transportation," which discusses the trends in productivity of transportation services and the underlying factors, and the contribution that highway investments made to the overall performance of the American economy. It shows:

- o Households in 1993 on average spent \$5,453 for transportation, representing nearly 18 percent of household expenditures.
- o In 1992, all levels of government comprising the public sector expended \$113 billion for transportation and 70 percent of those expenditures were covered by user charges.

Dr. Lakshmanan, the Bureau's first director, stated, "Transportation is a major factor in America's economic productivity and to our international competitiveness. In fact, a clear majority of studies both in the U.S. and elsewhere in Europe and Asia conclude that highway capital investment makes a positive contribution to total economic output."

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Dr. Lakshmanan explained that the report provides information on some of the unintended consequences of transportation, noting the progress that has been made in mitigating some problems. "Most people do not know that if transportation fatality rates remained at 1972 levels, twice as many lives would have been lost in transportation accidents in 1992. Similarly, at 1972 rates, the transportation sector would have produced several times as much pollution and 15 percent more CO₂ emissions in 1992."

The report, mandated by the Intermodal Surface Transportation Efficiency Act of 1991, has been sent to the President and all members of Congress. The report is available in paper form, as well as electronically via the Bureau's Internet node at: <http://www.bts.gov>

Printed copies may be requested by calling (202) 366-DATA, by facsimile at (202) 366-3640, or by writing to the Bureau of Transportation Statistics, U.S. Department of Transportation, Room 3430, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Tuesday, December 19, 1995

DOT 215-95
Contact: Bill Mosley
Tel.: (202) 366-5571

MILLON AIR CHARGED WITH UNAUTHORIZED WET LEASE OPERATIONS

The Department of Transportation's Aviation Enforcement Office today charged U.S. all-cargo carrier Millon Air with conducting unauthorized wet lease operations for the Guatemalan carrier LAMSA.

In a formal complaint, the enforcement office said that Millon may be liable for civil penalties of \$300,000.

Under a wet lease, one airline provides aircraft and crew for use by another carrier. Long-term wet lease arrangements between U.S. and foreign air carriers require prior DOT approval.

The enforcement office charged Millon with operating at least 80 flights for LAMSA between Miami, San Pedro Sula, Honduras, and Guatemala City, Guatemala, between July 31, 1994, and June 6, 1995, when Millon first received approval for the arrangement.

Millon must file an answer within 15 days. The complaint will be heard by a DOT administrative law judge.

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U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 20, 1995

DOT 217-95
Contact: Bill Mosley
Tel.: (202) 366-5571

**SECRETARY PEÑA PRAISES PROGRESS
TOWARD HALTING INSECTICIDE SPRAYING
ABOARD PASSENGER AIRCRAFT**

The Department of Transportation's effort to halt the routine spraying of insecticide on aircraft while passengers are on board has achieved dramatic success, Secretary of Transportation Federico Peña said today.

The Secretary praised the World Health Organization (WHO) and the International Civil Aviation Organization (ICAO), two agencies of the United Nations, who have called for an end to the routine on-board spraying of pesticides. These recommendations were made by WHO last month and ICAO last spring.

"We are pleased that the world community has realized, as we have, that routinely exposing air travelers to pesticides is unnecessary," Secretary Peña said. "When we first turned the spotlight on this issue, 25 countries required routine on-board spraying. Now, only six do," he said.

Barbados, a popular tourist destination, is the latest country to eliminate the requirement for routine spraying while passengers are on board.

Countries currently requiring routine spraying are Argentina, Grenada, India, Kiribati, Madagascar and Trinidad and Tobago. Six countries -- Australia, Barbados, Fiji, Jamaica, New Zealand and Panama -- require planes to be treated but allow airlines to do so when the plane is empty.

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U.S. Department of
Transportation

News:

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

FOR IMMEDIATE RELEASE

Thursday, December 21, 1995

DOT 220-95

Contact: Bill Adams
(202) 366-5580

**GRADE CROSSING TASK FORCE
TO MEET IN LOS ANGELES JAN. 5**

Continuing its mission to develop ways to improve safety at highway-rail crossings, the U.S. Department of Transportation's Grade Crossing Safety Task Force will hold a third public meeting in Los Angeles on Jan. 5.

Transportation Secretary Federico Peña convened the task force in the immediate aftermath of the tragic Fox River Grove, Ill., accident in which a commuter train struck a school bus, killing seven. The task force will continue its comprehensive review of the decisionmaking processes governing the design, construction, maintenance and operation of highway-rail grade crossings.

Secretary Peña said, "What the task force learns from the public and experts will be reported back to me by March 1 next year. The findings of the task force will guide our next steps in the department's ongoing efforts to improve grade crossing safety."

Los Angeles was chosen as one of the meeting sites because the city's Metrolink system has an excellent program to improve safety at light rail transit crossings.

The task force will meet all day Jan. 5 at the Old Ticket Office area, Union Station. The meeting will consist of two sessions, a town hall meeting in the morning and technical discussions in the afternoon.

Town Hall Meeting, 9 a.m. to 12 noon: The Task Force will present an overview of its activities and seek general public comment on highway-rail grade crossings.

Technical Discussions, 1:30 p.m. to 4 p.m.: Five concurrent sessions will cover key topic areas, including interconnected highway/rail signals; vehicle storage space between rail lines and highways; junctions where rail tracks are elevated above the road surface crossing; light rail transit crossings; and, the inclusion of grade crossing information in the permit process for certain commercial motor vehicles.

-more-

People who cannot attend the meetings may provide comments to the task force via fax to (202) 366-8999. Comment may be sent on the Internet, to:
<http://www.dot.gov/dotinfo/general/xingtf/>

The fax line and Internet address will operate until April 1. Comments may also be submitted by mail to the Grade Crossing Safety Task Force, Room 10126, U.S. Department of Transportation, 400 Seventh St. N.W., Washington, D. C. 20590.

The first outreach meeting was held Dec. 19 in Raleigh, N.C., and a second is scheduled for Jan. 3 in Chicago. The Los Angeles hearing concludes the town hall portion of the task force outreach effort.

Union Station is located at 800 North Alameda St. and is wheelchair accessible. Sign language interpreters will be available by request at the town hall meeting.

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Washington, D.C. 20590



U.S. Department of
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News:

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

FOR IMMEDIATE RELEASE
Friday, December 22, 1995

DOT 221-95
Contact: Bill Adams
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FINAL DECISION ISSUED IN LOS ANGELES LANDING FEES CHALLENGE

In its final decision on a complaint over increased landing fees at Los Angeles International Airport (LAX) filed by the Air Transport Association (ATA) and 59 airlines, the Department of Transportation today found reasonable approximately 81.5 percent of the current landing fees at the airport.

The City of Los Angeles had raised the fees at LAX to \$2.06 per thousand pounds landed weight for the fiscal year beginning July 1, 1995. This was an increase from the previous July 1, 1993 fee of \$1.56 per thousand pounds landed weight. The fee at LAX for the fiscal year prior to 1993 was \$0.51. As they had done following the tripling of the landing fees to \$1.56, the ATA and the airlines, on August 25, 1995, filed a formal complaint against the increased charges, claiming that the most recent increase was excessive and unjustified by the airport's costs. Los Angeles responded by stating that the fees were reasonable.

As in the first case, the department found the dispute significant, and the case was assigned to administrative law judge Burton S. Kolko for a hearing. Today, the department has determined that a portion of the fees are unreasonable, and is ordering that the assessments be scaled back from \$2.06 to \$1.68.

Of the current fee of \$2.06, \$0.29 represents the city's fair market evaluation of the airfield land over and above its historic cost. The department had ruled in the First LAX Case on June 30, 1995, that this portion of the fee is unreasonable, thereby ordering the fee to be reduced from \$1.56 to \$1.31. The department did not assign this issue to Judge Kolko, and once again held that portion of the fee to be unreasonable. (The First LAX Case is currently on appeal before the United States Court of Appeals for the D.C. Circuit.)

On November 22, 1995, Judge Kolko found certain of the fees unreasonable, including almost all of the charges for fire and police services, the charge for debt service coverage, and what the city has admitted were erroneous charges. He ordered that, over

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the course of a year, the airlines would be due a refund of \$7,242,855 from the airport, which represents \$0.14 of the landing fee. However, the department found only \$0.09 of this \$0.14 to be unreasonable.

The decision differs from Judge Kolko's on the issue of police department expenses. Contrary to his ruling, the department's decision allows for most of the police expenses sought by the city. However, it agrees with the judge's findings, which exclude charges for police work done outside the airport's boundary.

With regard to fire services, Judge Kolko found that the city's allocation of the costs of Fire Engine Company 51 to the airfield was unreasonable, and ordered the city to refund the amount collected for the company. (Engine Company 51 is one of two fire companies at the airport. Company 51 is a back-up to the main airport fire department, and is not required by Federal Aviation Administration (FAA) regulations.) The department's decision affirms the result of the judge's ruling with regard to Fire Engine Company 51, calling for a refund to the airlines of approximately \$1.3 million. However, the city is not prevented from making a new allocation of the unit's costs when it undertakes a reconciliation of the airport's actual and budgeted expenses.

The department tentatively approved a charge for noise mitigation projects, provided the city obtains permission from the FAA to redesignate funds collected for similar purposes through passenger facility charges (PFCs). The department also approved the inclusion of legal fees in the landing fees, as had Judge Kolko.

The department's decision, which incorporates the June 30, 1995, ruling prohibiting the use of fair market evaluation of the airfield and apron land, causes the landing fee to be reduced from \$2.06 to \$1.68. Of the \$0.38 reduction of the fee, \$0.29 represents the excessive valuation of the airfield land, and \$0.09 represents fees for the fire engine company, the excessive police department expenses, the debt service coverage charge, and the city's admitted errors. The city will have to immediately refund or credit the carriers only \$0.09 per thousand pounds landed weight of the fees paid so far, since the airlines agreed to pay the amount of the fee representing the land valuation charge into escrow pending judicial resolution of the First LAX Case. This amount is approximately \$14 million.

Not including the valuation of airfield land, the department finds that approximately \$5 million of the city's landing fees are unreasonable. Of that \$5 million, the city will have to either refund or credit the carriers \$2.5 million, and forego the collection of \$2.5 million. Under Judge Kolko's decision, approximately \$7 million in total had been found to be unreasonable.

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