

In the final analysis, all of us in this room and those whom we represent must be up to the challenge if the U.N. is to succeed.

This morning I had the opportunity to address the Assembly in terms of the challenge of making peace and of making the U.N. a more effective instrument of peace. Peace always needs champions who will stand for it because it will always have enemies who will stand against it.

Cervantes once said, "Every man is as heaven made him, and sometimes a great deal worse." [Laughter] Mr. Secretary- General, you are a man as heaven made you, and sometimes a great deal better. You have made the United Nations a trusted champion of the values it was founded to defend on the rough terrain of the real world. Some have called your hope and optimism, your lofty goals, idealistic. I say, good for you. Unless

we first imagine the world we want to build, we cannot achieve it.

And so, Mr. Secretary-General, we thank you for your idealism. We are glad you are here in this position at this important time in history. The world needs you.

I ask all here to join me in a toast to the Secretary-General of our United Nations.

NOTE: The President spoke at 2:02 p.m. in the North Delegates Lounge at the United Nations. In his remarks, he referred to President Alpha Oumar Konare of Mali, president, U.N. Security Council; and U.N. Millennium Summit cochairs President Tarja Halonen of Finland and President Sam Nujoma of Namibia. A tape was not available for verification of the content of these remarks.

## Statement on the Death of International Aid Workers in West Timor *September 6, 2000*

I was deeply saddened to learn today of the death of three dedicated international aid workers, including an American citizen, Mr. Carlos Caseras. Mr. Caseras and his colleagues were employees of the United Nations High Commissioner for Refugees working on an international humanitarian effort in West Timor. They were killed, and several of their co-workers were injured by local militias who have been on a rampage of violence in West Timor. The United States has repeatedly called on the Indonesian Government to take the necessary actions to disarm and disband these militias. Only such

steps will create a security environment that enables provision of humanitarian assistance, resolution of the refugee problem, and a return to peace in Timor.

This tragedy gives added urgency to the Indonesian Government's obligation to turn words into actions on Timor. The Government of Indonesia must live up to its commitments to restore order and to ensure the safety and welfare of all refugees and foreign nationals.

I want to extend my personal condolences and that of all Americans to Carlos Caseras's family and to the families of the other victims.

## Letter to Congressional Leaders on Legislation To Establish a National Drunk Driving Standard *September 6, 2000*

Dear \_\_\_\_\_ :

I am writing to convey my strong support for a critical public safety issue under consideration by the Conference Committee for the FY 01 Transportation Appropriations bill. As you know, the Senate-passed Transportation Appropriations bill includes a provision sponsored by

Senator Frank Lautenberg and supported by Senate Transportation Subcommittee Chairman Richard Shelby to help set a national impaired driving standard at .08 blood alcohol content (BAC). Currently, 18 states already have .08 BAC in place as the legal limit for drunk drivers, and I strongly support making this the

nationwide standard. As the bill moves forward, I urge you to also address a number of other important issues that we have raised separately with the House and Senate versions of the bill.

The final 1999 Fatal Analysis Reporting System (FARS) assessment released today by Department of Transportation Secretary Rodney Slater shows that alcohol-related traffic fatalities are continuing to decline and have hit a record low. However, we are still losing over 15,700 American lives in alcohol-related crashes every year—one every 33 minutes. It is imperative that we do more to save lives and keep drunk drivers off our roads. Enacting a standard of .08 BAC across the country is the next logical step. Studies have shown that a nationwide limit of .08 BAC could save an estimated 500 lives a year.

That is why I strongly urge the Conference Committee to send me a final bill that includes this life-saving .08 BAC provision. The Congress missed an opportunity 2 years ago when confer-

encing the TEA-21 bill to make a .08 BAC standard mandatory, despite strong bipartisan support. Since that time, we have lost over 30,000 more Americans to impaired drivers on our nation's roads. We cannot afford to wait any longer to save more lives.

Along with the thousands of families that have lost loved ones to drunk drivers, I urge you to seize this opportunity to work with your colleagues on the Conference Committee and ensure this provision is in the final FY 01 Transportation Appropriations bill.

Sincerely,

WILLIAM J. CLINTON

NOTE: Letters were sent to Ted Stevens, chairman, and Robert C. Byrd, ranking member, Senate Committee on Appropriations; and C.W. Bill Young, chairman, and David R. Obey, ranking member, House Committee on Appropriations. An original was not available for verification of the contents of this letter.

## Message to the Senate Transmitting the International Air Carriage Rules Convention

September 6, 2000

*To the Senate of the United States:*

I transmit herewith, for Senate advice and consent to ratification, the Convention for the Unification of Certain Rules for International Carriage by Air, done at Montreal May 28, 1999 (the "Convention"). The report of the Department of State, including an article-by-article analysis, is enclosed for the information of the Senate in connection with its consideration of the Convention.

I invite favorable consideration of the recommendation of the Secretary of State, as contained in the report provided herewith, that the Senate's advice and consent to the Convention be subject to a declaration on behalf of the United States, pursuant to Article 57(a) of the Convention, that the Convention shall not apply to international carriage by air performed and operated directly by the United States for non-commercial purposes in respect to its functions and duties as a sovereign State. Such a declaration is consistent with the declaration made by

the United States under the Convention for the Unification of Certain Rules Relating to International Carriage by Air, done at Warsaw October 12, 1929, as amended (the "Warsaw Convention") and is specifically permitted by the terms of the new Convention.

Upon entry into force for the United States, the Convention, where applicable, would supersede the Warsaw Convention, as amended by the Protocol to Amend the Warsaw Convention, done at Montreal September 25, 1975 ("Montreal Protocol No. 4"), which entered into force for the United States on March 4, 1999. The Convention represents a vast improvement over the liability regime established under the Warsaw Convention and its related instruments, relative to passenger rights in the event of an accident. Among other benefits, the Convention eliminates the cap on carrier liability to accident victims; holds carriers strictly liable for proven damages up to 100,000 Special Drawing Rights (approximately \$135,000) (Special Drawing