

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

Rights represent an artificial 'basket' currency developed by the International Monetary Fund for internal accounting purposes to replace gold as a world standard); provides for U.S. jurisdiction for most claims brought on behalf of U.S. passengers; clarifies the duties and obligations of carriers engaged in code-share operations; and, with respect to cargo, preserves all of the significant advances achieved by Montreal Protocol No. 4.

I recommend that the Senate give early and favorable consideration to this Convention and that the Senate give its advice and consent to ratification, subject to a declaration that the Convention shall not apply to international carriage by U.S. State aircraft, as provided for in the Convention.

WILLIAM J. CLINTON

The White House,
September 6, 2000.

Exchange With Reporters Prior to Discussions With President Kim Dae-jung of South Korea in New York City September 7, 2000

Middle East Peace Process

Q. Mr. President, how did your Middle East meetings go yesterday? And are there any more meetings planned—did you make any progress?

The President. Well, I think they went basically well. They were good, constructive meetings. I think they both very much want an agreement, and they understand they have a limited time in which to achieve it. And we discussed a whole range of things, in terms of where we were and where we were going.

I don't know if there will be any more meetings while we're here. I worked until late in the night last night, and as you see, I'm here with President Kim, and I have a few other meetings, and then we'll see where we are and what, if anything, else should be done while we're here. But I'm confident there will be a serious effort to work through these things over the next few weeks.

Q. Would that include a summit, sir, before the end of October?

The President. Well, there's been no discussion of that.

Oil Prices

Q. Can you tell us a little bit about your meeting with the Saudi Prince yesterday, any discussion of oil production?

The President. Yes, we talked about it. You know, I told him that I was very concerned that the price of oil was too high, not just for America but for the world, that if it's a cause of recession in any part of the world, that would

hurt the oil producing countries, and there are other reasons why it was not in their interest. And he agreed with that. He's been very strong about that.

And I said I certainly hoped that when OPEC met, there would be an increase in production, because that was the policy they adopted. Remember, they adopted a policy that said if the price got outside the range—as I remember the range, it was \$22, \$28 a barrel—and they would take appropriate action. So I hope that they will.

Of course, in the United States, we had a particular concern because our inventories are at a 24-year low and because in this region, New York and up north, are so dependent on heating oil. And we're attempting now to fill our reserve and to look at what all of our options are, particularly for meeting the home heating oil needs of the American people. So we're working on all that.

I also will say it's not too late for Congress to pass the long-term energy agenda I've had up there for a couple of years, which will make us relatively less reliant on oil by increasing conservation and alternative technologies and energy sources. And I certainly hope that we'll be able to persuade them to pass that in this environment before they go home.

Korean Unification

Q. On Korean unification, do you see any prospects, sir?