

we continue to do so, the American people are more secure and more prosperous. And all around the world, more people than ever before live in freedom. More people than ever before are treated with dignity. More people than ever before can hope to build a better life. That is what America's leadership is all about.

We know that these are the blessings of freedom. And America has always been freedom's greatest champion. If we continue to do everything we can to share these blessings with people around the world, if we continue to be leaders for peace, then the next century can be the greatest time our Nation has ever known.

A few weeks ago, I was privileged to spend some time with His Holiness, Pope John Paul II, when he came to America. At the very end of our meeting, the Pope looked at me and said, "I have lived through most of this century. I remember that it began with a war in Sarajevo. Mr. President, you must not let it end with a war in Sarajevo."

In Bosnia, this terrible war has challenged our interests and troubled our souls. Thankfully, we can do something about it. I say again, our mission will be clear, limited, and achievable. The people of Bosnia, our NATO allies, and people all around the world are now looking to America for leadership. So let us lead. That is our responsibility as Americans.

Goodnight, and God bless America.

NOTE: The President spoke at 8 p.m. from the Oval Office at the White House.

Remarks Prior to a Meeting With Congressional Leaders and an Exchange With Reporters

November 28, 1995

Bosnia

The President. Well, thank you very much for coming today. I just wanted to say, again, I appreciate the interest here in the Congress, the remarkable turnout. I'm looking forward to this meeting.

As I said last night, the United States faces an historic choice between peace and war. I believe we will choose peace. I'm looking forward to having the chance to answer these

questions. I know there are many questions, and good questions, that have to be answered to the Members of Congress and on behalf of the American people coming through the Members of Congress. This is the first of many, many more meetings we will have in the aftermath of the talk I gave to the American people last night. And I'm looking forward to beginning it.

Thank you.

Q. What has been the response of the Republican leadership so far, Mr. President?

The President. We had—as you know, we had a meeting before this meeting with the Republican and Democratic leadership of the Congress to discuss scheduling of hearings, debate, and vote. And we had a very constructive meeting. I think I should let them speak for themselves, but I was very pleased by the meeting.

Q. What will you do to overcome public skepticism, Mr. President?

The President. Just more of what we're doing. We'll keep answering questions and reasserting what is at stake here in terms of the values, the interests of the American people, and the leadership of our country and our partnerships with our allies.

Thank you.

NOTE: The President spoke at 4:03 p.m. in the State Dining Room at the White House. A portion of these remarks could not be verified because the tape was incomplete.

Statement on Signing the National Highway System Designation Act of 1995

November 28, 1995

Today I have signed into law S. 440, the "National Highway System Designation Act of 1995." This Act advances my Administration's continued commitment to strategic investment in our Nation's infrastructure. It releases immediately more than \$5 billion in funding for highway and other transportation projects. It also implements my proposal for a "Zero Tolerance" policy toward drinking and driving by those under age 21.

I am disturbed, however, by the repeal of certain key safety measures and will work to mitigate the impact of their repeal.

This Act is the culmination of several years' work by all levels of government to identify highways of national significance—routes that will support our Nation's needs for efficient, safe, and reliable transportation. The designation of the National Highway System makes clear that transportation infrastructure should be viewed as a single system, with each mode complementing the others. Manufacturers and shippers rely on several modes of transportation to deliver their products to consumers in the most efficient manner possible. The National Highway System unites these different modes by providing access to major ports, airports, rail stations, and public transit facilities. The National Highway System also provides 53 critical connections to Canada and Mexico so that goods can move across our Nation's borders efficiently.

In 1992, I saw the way in which our Nation's highways reach all Americans. Vice President Gore and I traveled much of this great land in buses, and we met the American people where they live and where they work. Whether at a truck stop in Carlisle, Pennsylvania, or at dusk on U.S. Highway 51 in Sandoval, Illinois, we saw and heard what access and mobility mean to opportunity and economic well-being. It was during our first bus trip, from New York City to St. Louis, Missouri, that I made a commitment to rebuild America. And I'm proud to say, this National Highway System bill builds on all the work we have done in the last 3 years to do just that.

But the National Highway System is also something more. It is a prime example of the strategic investment of Federal resources. The National Highway System comprises only 4 percent of our Nation's highways, but these roads carry almost half of our highway traffic and most of our Nation's truck and tourist traffic. The improvements made to these roads will not only support our Nation's economic, national defense, and mobility needs, but directly and significantly improve the safety of these key national roadways. The funds released by this legislation and used to upgrade noninterstate highways will provide significant safety benefits.

This Act also includes an essential and commonsense highway safety measure. Last

June, I called on the Congress to make "Zero Tolerance" the law of the land and require States to adopt a Zero Tolerance standard for drivers under the age of 21. It is already against the law for young people to consume alcohol. This national standard will reinforce these laws by making it effectively illegal for young people who have been drinking to drive an automobile.

Many States have already enacted Zero Tolerance laws. These laws work—alcohol-related crashes involving teenage drivers are down as much as 20 percent in those States. When all States have these laws, hundreds more lives will be saved and thousands of injuries will be prevented. I commend the Congress for heeding my call and making Zero Tolerance the standard nationwide for drivers under the age of 21.

S. 440 establishes innovative ways to attract new forms of investment in transportation and gives States greater flexibility and more options to utilize limited Federal transportation funds effectively. It also eliminates unnecessary Federal requirements such as those concerning highway building materials and program management. This will enable Federal transportation officials to focus their efforts on the most useful and cost-effective ways of achieving important safety aims and increase States' discretion to implement their highway programs in ways best suited to their own circumstances.

In approving S. 440, however, I must note that some of my most serious concerns with this legislation have not been remedied. I am deeply disturbed by the repeal of both the national maximum speed limit law and the law encouraging States to enact motorcycle helmet use laws. I am also disturbed that this Act could potentially exempt large numbers of small- to medium-sized trucks and their drivers from critical safety regulations governing driver qualifications and truck maintenance.

Without question, these laws have saved lives. The States, now given greater authority over issues of highway safety, must exercise this authority responsibly. I am, therefore, strongly committed to the requirement in this Act for Federal and State officials to work together to assess the costs and benefits of any change in speed limits. I have in-

structed the Secretary of Transportation to develop an action plan to promote safety consistent with my Administration's continuing commitment to highway safety. My Administration will redouble our efforts to protect those who travel on our Nation's highways.

Although I am disappointed by the Congress' actions on these important safety measures, I believe that this legislation will benefit the Nation by designating and funding the National Highway System, strengthening the backbone of our transportation system, providing jobs and economic opportunities, funding vital transportation projects in every State, and making Zero Tolerance the law of the land.

William J. Clinton

The White House,
November 28, 1995.

NOTE: S. 440, approved November 28, was assigned Public Law No. 104-59.

Message to the Congress on Iran *November 28, 1995*

To the Congress of the United States:

I hereby report to the Congress on developments since the last Presidential report of May 18, 1995, concerning the national emergency with respect to Iran that was declared in Executive Order No. 12170 of November 14, 1979. This report is submitted pursuant to section 204(c) of the International Emergency Economic Powers Act, 50 U.S.C. 1703(c) and section 505(c) of the International Security and Development Cooperation Act of 1985, 22 U.S.C. 2349aa-9(c). This report covers events through September 29, 1995. My last report, dated May 18, 1995, covered events through April 18, 1995.

1. On March 15 of this year by Executive Order No. 12957, I declared a separate national emergency pursuant to the International Emergency Economic Powers Act and imposed separate sanctions. Executive Order No. 12959, issued May 6, 1995, then significantly augmented those new sanctions. As a result, as I reported on September 18, 1995, in conjunction with the declaration of a separate emergency and the imposition of

new sanctions, the Iranian Transactions Regulations, 31 CFR Part 560, have been comprehensively amended.

There have been no amendments to the Iranian Assets Control Regulations, 31 CFR Part 535, since the last report. However, the amendments to the Iranian Transactions Regulations that implement the new separate national emergency are of some relevance to the Iran-United States Claims Tribunal (the "Tribunal") and related activities. For example, sections 560.510, 560.513, and 560.525 contain general licenses with respect to, and provide for specific licensing of, certain transactions related to arbitral activities.

2. The Tribunal, established at The Hague pursuant to the Algiers Accords, continues to make progress in arbitrating the claims before it. Since my last report, the Tribunal has rendered four awards, bringing the total number to 566. As of September 29, 1995, the value of awards to successful American claimants from the Security Account held by the NV Settlement Bank stood at \$2,368,274,541.67.

Iran has not replenished the Security Account established by the Accords to ensure payment of awards to successful U.S. claimants since October 8, 1992. The Account has remained continuously below the \$500 million balance required by the Algiers Accords since November 5, 1992. As of September 29, 1995, the total amount in the Security Account was \$188,105,627.95, and the total amount in the Interest Account was \$32,066,870.62.

Therefore, the United States continues to pursue Case A/28, filed in September 1993, to require Iran to meet its obligations under the Accords to replenish the Security Account. Iran filed its Statement of Defense in that case on August 31, 1995. The United States is preparing a Reply for filing on December 4, 1995.

3. The Department of State continues to present other United States Government claims against Iran, in coordination with concerned government agencies, and to respond to claims brought against the United States by Iran, in coordination with concerned government agencies.

In September 1995, the Departments of Justice and State represented the United