

FEDERAL NEWS WEEKLY SUMMARY CONTINUED



the same period, Greyhound reported a greater increase in its operating ratio. Because of Greyhound's size, compared with the nine regional carriers, its operating ratio increase resulted in a slight unfavorable increase for the ten carriers as a group.

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—U.S. DEPT. OF TRANSPORTATION
11/12/96

UNLIMITED LIABILITY LIMITS ON INTERNATIONAL FLIGHTS APPROVED

■ (WASHINGTON) The Department of Transportation this week approved agreements to allow U.S. and foreign airlines to implement on an interim basis three agreements waiving the Warsaw Convention's liability limit for injury or death on international flights.

The department's decision, which is effective immediately, will permit passengers and their families to recover the full amount of damages incurred on international flights of signatory carriers without any limit. Under the previous standard they were limited to \$75,000 unless they could prove that the carrier was guilty of "willful misconduct," an extreme form of gross negligence.

The department deferred action on a number of conditions it proposed in its Oct. 3 show cause order tentatively approving the agreements. DOT said that it would allow passengers to benefit immediately from the carriers' voluntary waiver of the limits while it considers ways to enhance the agreement.

U.S. carriers signing the agreement are Alaska Airlines, Allegheny Airlines, American Airlines, American Trans Air, AM Eagle, AMR Combs BJS, Continental Airlines, Delta Air Lines, Hawaiian Airlines, Kiwi International Airlines, Midwest Express Airlines, Northwest Airlines, Piedmont Airlines, PSA Airlines, Reeve Aleutian Airways, Trans World Airlines, United Airlines, UPS Airlines and USAir.

Foreign carriers signing the agreement are Aer Lingus, Aeromexico, Aeromexico, Air Afrique, Air Aruba, Air Baltic, Air Canada, Air Exel Commuter, Air France, Air Mauritius, Air New Zealand, Air UK, Air Vanuatu, All Nippon Airways, Augsburg Airways, Austrian Airlines, Azerbaijan Hava

Vollary, British Airways, Canadian Airlines International, Cathay Pacific Airways, Cimber Air, Croatia Airlines, Crossair, Deutsche BA Luftfahrtgesellschaft, Deutsche Lufthansa, Egyptair, Finnair, Garuda Indonesia, GB Airways, Iberia, Icelandair, Japan Air System, Japan Airlines, Jet Airways (India), Kenya Airways, KLM Cityhopper, KLM Royal Dutch Airlines, Korean Air Lines, LAPSA Lineas Aereas Paraguayas, Luxair, Malaysia Airlines, Pakistan International Airlines, Qantas Airways Limited, Regional Airlines, Royal Air Maroc, SABENA, Saudi Arabian Airlines, Scandinavian Airlines System, Singapore Airlines, South African Airways, Swissair, TACA, TAP Air Portugal, TAT European Airlines, Transavia Airlines, Trinidad & Tobago BWIA International, Varig and VIASA.

—U.S. DEPT. OF TRANSPORTATION
11/14/96

WILDLIFE

INPUT RECEIVED ON RECREATIONAL FISHERIES MANAGEMENT

■ (WASHINGTON) Working with landowners to improve fisheries habitat and access, compiling comprehensive data on the economic benefits of fishing, and increasing public awareness were major topics of discussion when more than 75 representatives of state natural resource agencies, conservation groups, Native American Tribes, and the fishing and boating industries met in Phoenix, Arizona, October 22, 1996.

"The group generated a lot of food for thought by identifying key fisheries issues around which America's angling interests can join hands and work together," said Acting Fish and Wildlife Service Director John Rogers. "I am encouraged by the strong consensus on conserving fish habitats that emerged during the meeting and look forward to great progress in rebuilding fisheries across America."

The National Fisheries Stakeholders Meeting was sponsored by the Sport Fishing and Boating Partnership Council and the American Sportfishing Association. The Council serves as a Federal advisory panel on fishing and boating issues to the Secretary of the Interior through the Service director.

The meeting in Phoenix focused on four areas of fisheries management: habitat con-

servation, development and maintenance of access facilities, public education, and partnerships.

For habitat conservation, the group's top recommendations were to develop partnerships with private landowners to protect aquatic habitats, expand matching fund programs for habitat projects, and develop major watershed plans.

For fishing access, the group's top recommendations were to develop incentives for private landowners to provide access to fishing, dedicate a state marine fuel tax to finance access, and provide adequate access to urban fisheries.

For public education, the group's top recommendations were to establish more urban fishery enhancement programs; develop ways to measure the success of education and outreach programs; and increase partnerships among conservation organizations, sportfishing groups, and outdoor clubs.

For partnerships, the group's top recommendations included more industry promotion of the economic importance of fishing and continuing fisheries stakeholder meetings on a regular basis.

The group also recommended increased promotion of fishing benefits, adopting an "ecosystem approach" to fisheries management wherever possible, making common resources available through the Internet, and more cooperative work to control non-native species and fish diseases.

—U.S. FISH & WILDLIFE SERVICE
11/12/96

