

valuable infrastructure investment as the way to keep our Nation competitive across the board. This year, we will have committed nearly \$1.7 billion to new airport development and planning grants. Overall, I believe the legislation sends the right signal—that the aviation sector continues to be a prime contributor to this country's economic health.

Just as important, this legislation is proof that we can end Government activities when they have outlived their usefulness. My Administration strongly supported Title VI of the bill, which was designed to remove conflicting State laws, unrelated to safety, that impede efficient intermodal freight transportation. We also urged that Title VI be expanded to increase the efficiency of all commercial truckers. Fortunately, the Congress did expand it.

State regulation preempted under this provision takes the form of controls on who can enter the trucking industry within a State, what they can carry and where they can carry it, and whether competitors can sit down and arrange among themselves how much to charge shippers and consumers. Taken together in the 41 States that do this, this sort of regulation costs consumers up to \$8 billion per year in extra expenditures by increasing the freight transportation cost of everything we buy. That doesn't even count the costs of additional inventories and extra miles as companies try to escape the unnecessarily high cost of hauling their products

on an intrastate basis by locating their plants far away from their consumer markets and criss-crossing State lines. Many firms have done so just to take advantage of interstate freight rates made cheaper due to the deregulation proposal of President Carter in 1980.

I fully expect that this legislation will have effects similar to those of the 1980 deregulation law. New carriers will be able to enter the trucking industry, particularly women- and minority-owned carriers who may have been "frozen out" in the past by strict entry controls. Freight rates will become more competitive, truck service will become better and more reliable even in small, out-of-the-way communities, and employment in the trucking services industry will increase substantially.

Thus, the current legislation is not only a significant addition to our economic stimulus program, it will also save consumers billions of dollars every year.

For these reasons, I am pleased to sign into law the "Federal Aviation Administration Authorization Act of 1994."

WILLIAM J. CLINTON

The White House,
August 23, 1994.

NOTE: H.R. 2739, approved August 23, was assigned Public Law No. 103-305.

Statement on Apple Exports to Japan *August 23, 1994*

I am pleased to announce that the Government of Japan has agreed to take the first steps to open its market to American apples. This is good news for Washington's apple industry and for those workers whose jobs depend on it.

As many of you may know, American apples have been totally banned from the Japanese market for the past 23 years. After months of negotiations, however, we have cleared away obstacles to the export of apples from the State of Washington. Right now, apples are being inspected in preparation for export.

Exports mean jobs, and that is why we will continue to work to open markets in Japan and elsewhere. I appreciate Japan taking this step toward greater liberalization of trade and closer economic relations between our two countries. As we move ahead, I look forward to building on this achievement to open Japan's markets to more of America's competitive goods and services.