

**Message to the Congress on
Implementation of the North
American Free Trade Agreement**
October 6, 1994

To the Congress of the United States:

In November 1993, in preparation for the implementation of the North American Free Trade Agreement (NAFTA) on January 1, 1994, I informed the Congress of my intent to modify the moratorium on the issuance of certificates of operating authority to Mexican-owned or -controlled motor carriers that was imposed by the Bus Regulatory Reform Act of 1982 (49 U.S.C. 10922(j)(2)(A)). The modification applied to Mexican charter and tour bus operations. At that time, I also informed the Congress that I would be notifying it of additional modifications to the moratorium with respect to Mexican operations as we continued to implement NAFTA's transportation provisions. In this regard, it is now my intention to further modify the moratorium to allow Mexican small package delivery services to operate in the United States provided that Mexico implements its NAFTA obligation to provide national treatment to U.S. small package delivery companies.

Prior to its implementation of the NAFTA, Mexico limited foreign-owned small package delivery services, such as that offered by United Parcel Service and Federal Express, to trucks approximately the size of a minivan. This made intercity service impractical and effectively limited small-package delivery companies to intracity service only. Mexico has no similar restriction on the size of trucks used by Mexican small package delivery services. Because Mexico did not take a reservation in this area, the NAFTA obligates Mexico to extend national treatment to U.S. small package and messenger service companies. Mexico must allow U.S. small package delivery services to use the same size trucks that Mexican small package delivery companies are permitted to use.

Mexico, earlier this year, enacted legislation that addresses the small package delivery issue. Amendments to the *Law on Roads, Bridges, and Federal Motor Carriers* authorize parcel delivery and messenger services to operate without restriction so long as they obtain a permit from the Secretariat of Com-

munications and Transportation and direct that such permits be granted in a timely fashion. The law includes no restrictions on the size and weight of parcels nor on the dimensions of the vehicles that small package delivery services will be permitted to use.

At the North American Transportation Summit hosted by the United States on April 29, 1994, Mexico's Secretary of Communications and Transportation Emilio Gamboa reaffirmed his government's commitment to permit unrestricted operations by foreign-owned providers of small package delivery services in Mexico. In return, even though the United States does not have a similar obligation under the NAFTA, Secretary of Transportation Federico Peña stated the United States Government's intention to grant Mexican small package delivery service companies reciprocal operating rights in the United States by modifying the moratorium imposed by the Bus Regulatory Reform Act. Mexico and the United States agreed to establish a joint working group to specify the details of this arrangement by September 1, 1994.

The U.S. small package delivery service industry is supportive of United States Government efforts to eliminate Mexico's restrictions on small package delivery operations. Provided Mexico implements its NAFTA obligation to extend national treatment to U.S. small package delivery companies, the U.S. industry would not object to a modification of the moratorium that would provide Mexican small package delivery companies reciprocal treatment in the United States.

Provided that Mexico meets its NAFTA-imposed national treatment obligation to allow U.S.-owned small package delivery services unrestricted operations, I intend, pursuant to section 6 of the Bus Regulatory Reform Act, to modify the moratorium imposed by that section to permit Mexican small package delivery services to operate in the United States in exactly the same manner and to exactly the same extent that U.S. small package delivery services will be permitted to operate in Mexico. The Bus Regulatory Reform Act requires 60 days' advance notice to the Congress of my intention to modify or remove the moratorium. With this mes-

sage, I am providing the advance notice so required.

William J. Clinton

The White House,
October 6, 1994.

NOTE: This message was released by the Office of the Press Secretary on October 7. This item was not received in time for publication in the appropriate issue.

**Message to the Congress
Transmitting the Railroad
Retirement Board Report**
October 6, 1994

To the Congress of the United States:

I hereby submit to the Congress the Annual Report of the Railroad Retirement Board for Fiscal Year 1993, pursuant to the provisions of section 7(b)(6) of the Railroad Retirement Act and section 12(1) of the Railroad Unemployment Insurance Act.

William J. Clinton

The White House,
October 6, 1994.

NOTE: This message was released by the Office of the Press Secretary on October 7. This item was not received in time for publication in the appropriate issue.

**Proclamation 6734—National
Children's Day, 1994**
October 7, 1994

*By the President of the United States
of America*

A Proclamation

With every baby born in America, our Nation reaffirms its hope for the future. As parents and care givers, our responsibility is clear. Our most solemn obligation to our children cannot be merely that we hold a torch to guide their way around every dark and treacherous corner. Rather, we must strive to kindle a spark within each child—a spark that will become the flame of knowledge and imagination, the fire of justice and compassion. This is a task for which humanity has

great experience and for which humans have little preparation. But in this task our Nation must succeed. So that when our children look to a future that seems, for many, clouded and uncertain, they have the power within themselves to light the way for all of us.

One of the most important steps in meeting that crucial challenge is providing for the health and safety of our children as they grow. That homicide and suicide are the leading causes of death among our youth is a national tragedy. We have enacted legislation that expands and improves the Head Start program, providing health, education, and social services for children of low-income families. America's new Childhood Immunization Initiative will help to vaccinate at least 90 percent of our Nation's infants—the most sweeping effort of its kind in American history. Our new crime bill supports programs that encourage youth to escape the destructive confines of gangs, and it goes a long way toward keeping guns out of the hands of juveniles.

But no government program will be truly effective without the caring involvement of every one of our citizens. Parents and siblings, teachers and neighbors—all of us must work to instill a sense of self and a sense of purpose in the lives of our youth. Children are our hope and our inspiration. For every finger painting that graces our kitchen walls, for every ball game that fills our streets and playgrounds with laughter, we join today in celebrating the many blessings our children bring.

The Congress, by House Joint Resolution 389, has designated the second Sunday in October as "National Children's Day" and has authorized and requested the President to issue a proclamation in observance of this day.

Now, Therefore, I, William J. Clinton, President of the United States of America, do hereby proclaim October 9, 1994, as National Children's Day. I call upon all Americans to express their appreciation and their love, on this day and every day, for all of our Nation's children. I invite Federal officials, local government, and families across the land to join together in observing this day with appropriate ceremonies and activities.