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OA/ID Number: 13788
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Folder Title:
Sydney--Luncheon Cruise Toast 1/1/92 [OA 8332] [1]

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FACT CHECK COPY

Martin\Nix
Dec. 19, 1991
HARBOR
ONE

PROPOSED PRESIDENTIAL REMARKS:

LUNCHEON CRUISE
SYDNEY HARBOR
WEDNESDAY, JAN. 1, 1992
11:40 A.M.

Thank you for those kind words. Barbara and I have been looking forward to returning to Sydney since our last visit in 1982. As we look around, we realize everything is just as we remember it -- bright sunshine, bustling city streets, glistening water, and, of course, a warm-hearted Aussie welcome. Let me say how much we truly appreciate all Premier Grenier and the state government of New South Wales have done to make our visit so pleasant.

POTUS as VP
April 82
VP Res Doc

NEXUS
U.S. Embassy
Mort Dworkin

As we were casting-off from the Man-of-War Steps, I was struck by the history in this harbor. The legendary discoverer Capt. Arthur Phillip -- with understandable pride -- called this "the finest harbor in the world". Stirred by the beauty of pink eucalyptus and rocky shores, one remembers // early settlers // enterprising Mariners // Australia's brave soldiers who kept this view of home locked in their memories . . . and travellers from all countries who find a welcome in New South Wales.

U.S. Embassy
Mort Dworkin
Aus Emb
Laurel

Mort D.

As New South Wales begins a year-long 150th birthday celebration -- the "Sydney Sesqui" -- your world-renowned reputation for hospitality continues to grow. Nearly 150 years ago the first official U.S. Government representation in Australia was established right here in Sydney. Given the

San Francisco
Chamber of
Commerce

NISC
+ U.S. Embassy
Mort.

Grey-ner

The Fatal Shore
pg. 87

longstanding ties that exist between Americans and the people of New South Wales, it seemed only logical that Barbara and I begin our tour of the Pacific region here.

But what links us isn't just history. We share a future. American and Australian firms are learning to do business as genuinely global companies. We need a strong competitive effort to succeed in the Asia Pacific region. America and Australia can work together -- as we have in APEC -- to garner results that build on the best from both countries. Just as "the Coat Hanger" joins two shores, our joint business enterprises can bridge the many miles that separate our two countries.

Aus. Libran
Pat Kay
cities of
the Walf
3rd ed
Pg 36

International trade comes as nothing new for the citizens of Sydney and New South Wales. Australia is an important site for U.S. investors -- and in return many states within the United States are important to Australian investors. I am proud of the strength of Australian-American relations on the state level. There, at the state level is where we will reap the most benefits -- in terms of generating revenue, creating jobs, and pioneering solutions to social and environmental problems. We should build on dynamic new ventures like the Business Development Agreement -- concluded earlier this year between New South Wales and the State of Colorado. We must also encourage more ties between states through sister-city relationships like the one that links Sydney and San Francisco.

Enough business, though -- after all this is a holiday. Premier Grenier, once again thank you. And to all of the people of Australia: Happy, healthy New Year. God bless you all.

SF COC
Mark
Chandler

May 6, 1991
NEXUS
Pass Access
Co.
Vol 112(9)
Pg. 24

797-3257
Jon Cowan

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WASHINGTON, DC

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The Fatal Shore by Robert Hughes

The Starvation Years

87

southeast breeze, which made it as hard for the ships to get out of port as it had been for La Pérouse to get in. The departing English now gave the French a spectacular show of fumbling. *Friendship* rammed *Prince of Wales*, losing her jib boom. *Charlotte* nearly ran on the rocks, clawed off and cannoned into *Friendship*. *Lady Penrhyn* just avoided ramming her amidships. The blue Pacific air darkened with nautical oaths. However, by 3 p.m. the transports had cleared Botany Bay and were working north; four hours later, while the pinkish-gray glow of evening began to fume delicately upward from the long flat inland horizon, they rounded South Head and stood in for Port Jackson or, as it would presently be called, Sydney Harbor.

Said Capt. Arthur Phillip of Sydney Harbour
2/1794 lead 1st Fleet on convicts

"WE... HAD the satisfaction of finding the finest harbour in the world, in which a thousand sail of the line may ride with the most perfect security." Phillip's jubilant words to Lord Sydney suggest that he was already looking beyond the convict colony to the day when this harbor would become a strategic outpost for England, filled with the white-tailed emblems of a dominated Pacific. The chosen anchorage had a small stream of fresh water flowing into a sheltered bay, where ships could ride close to the shore in deep water. To honor the man who had sent them there, Phillip called it Sydney Cove.

Pink eucalypts grew thickly along its rock shores, and Phillip marvelled at how stoutly they flourished in mere cracks of the rock, drawing nourishment from the thinnest soil. The work gangs stumbled and cursed among the ferns as the ground heaved beneath their legs, and "the confusion," David Collins noted, "will not be wondered at when it is considered that each man stepped from the boat literally into a wood."⁸ Over the next few days, some military order began to emerge. "Business now sat on every brow," Watkin Tench reported,

and the scene, to an indifferent spectator, at leisure to contemplate it, would have been highly picturesque and amusing. In one place, a party cutting down the woods; a second, setting up a blacksmith's forge; a third, dragging along a load of stones or provisions; here an officer pitching his marquee, with a detachment of troops parading on one side of him, and a cook's fire blazing up on the other.⁹

The marines had to watch for runaways. Within a few days some of the prisoners had escaped and struggled through the bush as far as Botany Bay, where La Pérouse's ships still lay at anchor. They gave the French

"the finest harbour in the world" used in
some promotional stuff about the Harbour.

Photocopy-Preservation

Martin\Nix
Dec. 17, 1991
HARBOR

PROPOSED PRESIDENTIAL REMARKS:

LUNCHEON CRUISE
SYDNEY HARBOR
WEDNESDAY, JAN. 1, 1992
11:40 A.M.

Thank you for those kind words. Barbara and I have been looking forward to returning to Sydney since our last visit in 1982. As we look around, we realize everything is just as we remember it -- bright sunshine, bustling city streets, glistening water, and unabashed friendly Aussies. ^{Let me say} ~~Allow me to comment for~~ ^{such we} ~~the first time of many~~ how truly ^{and} ~~appreciative we are of all~~ Premier Grenier, the state government of New South Wales, ^{and} ~~their able staffs have contributed~~ to make our visit so ^{pleasant} ~~very~~ special.

As we were casting-off from the Man-O-War Steps, I recalled the words of an American author, Sarah Orne Jewett, who wrote: "A harbor, even if it is a little harbor, is a good thing, since adventures come into it as well as go out, and the life in it grows strong, because it takes something from the world and has something to give in return." This is certainly true of Sydney Harbor. Throughout history, this cove has heralded the arrival of early settlers, encouraged enterprising mariners, stood in memory of Australia's brave soldiers, and even today continues to cheerfully welcome guests of all nationalities.

As Sydney begins a year-long 150th birthday celebration -- the "Sydney Sesqui" -- your world-renowned reputation for hospitality continues to grow. It was over 150 years ago that

the first official U.S. Government representation in Australia was established right here in Sydney. And given the longstanding historical and cultural ties that exist between Americans and the people of New South Wales; it seemed only logical that Barbara and I begin our tour of the Pacific region here.

The citizens of Sydney and New South Wales realized long ago the benefits of international trade. Australia is an important site for U.S. investors, and in return many states within the United States of America are important to Australian investors. I am proud of the strength of Australian-American relations on the state level, and will continue to encourage development of these ties. It is at this level that we will reap the most benefits -- in terms of revenue, jobs, and solutions to social, infrastructure, and environmental problems. We should continue to nurture more agreements like the Business Development Agreement concluded earlier this year between New South Wales and the State of Colorado. And encourage more ties between states through sister-city relationships best exemplified by Sydney and its sister-city, San Francisco.

Enough business though, after all this is a holiday. Premier Grenier, once again thank you. And to all of the people of Australia: Happy, healthy New Year. God bless you all.

#

*dynamism
Texas
Angels*

Good

stress dynamism in decade ahead

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Enough business ~~though~~ ^{— —} after all, this is a holiday. Premier Grenier, once again thank you. And to all of the people of Australia: A Happy, healthy New Year. God bless you all.

#

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POINTS TO MAKE AT SYDNEY LUNCHEON

We face

- ~~There are many~~ similar challenges and opportunities, ~~facing~~ state governments in Australia and the U.S. ^{*are grappling with*} ~~in such areas~~ as education, health care, transportation, environmental protection, crime, drug enforcement, and fiscal responsibility. Expanding our cooperation in these areas will be mutually beneficial to the health and well being of the peoples of our countries, ~~as well as~~ ^{*will see even greater interdependence between our*} ~~future generations.~~ ^{*two countries, state and local economies.*}
- Metropolitan Sydney and New South Wales are important sites for U.S. investors, as many states in the United States are important to Australian investors. The Business Development Agreement concluded earlier this year between New South Wales and the State of Colorado exemplifies the close ties between our countries at the state level.
- This is not surprising given the longstanding historical and cultural ties that have existed between Americans and the people of New South Wales. The first official U.S. Government representation in Australia was established in Sydney over 150 years ago. And Sydney has a thriving sister-city relationship with San Francisco. ^{*More than 200 years ago*}
- I want to express my appreciation to Premier Greiner and the New South Wales State Government and his able staff, for all the arrangements that went into my visit to Sydney. I also want to thank Premier Greiner for hosting this wonderful lunch.

UNCLASSIFIED

- American and Australian firms alike have learned to do business as genuinely global companies. We need a strong competitive effort to succeed in the Asia Pacific region. America and Australia can work together -- as we have in APEC -- to garner results that draw the best from both countries.

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FACSIMILE COVERSHEET

TO: Michele Nix
White House

FAX NO.: 202-456-6218

FROM: Mort Dworken/Rosemarie Forsythe, Political

DATE: December 16, 1991

SUBJECT: Bio Data on John Cadman

NO. OF PAGES
(Including cover sheet): 2 (two)

COMMENTS:

For Your Information

P. R. Linsner
(Signature).

OFFICIAL/PERSONAL

(0072C)

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BIODATA ON JOHN CADMAN

In 1817, the Governor of the infant colony of New South Wales, Lachlan Macquarie, appointed John Cadman the coxswain of his gig. Cadman was 41 at the time and an ex-convict who had been sentenced in England in 1798 to transportation to the colony for life. Being well-behaved, Cadman had eventually been granted a pardon. Free to return to England if he wished, Cadman preferred to remain in Australia. He was appointed by Macquarie at a salary of 30 pounds a year and living quarters in the coxswain's cottage. Cadman lived there for 29 years, as Superintendent of Government Boats.

The cottage which became known as "Cadman's Cottage," is the oldest building in the historic Rocks area of Sydney and also one of the oldest buildings remaining anywhere in the city environs. It was built in 1813 as living quarters for the Governor's coxswain. When Cadman retired in 1846, aged 70, the cottage served as headquarters of the Water Police. It was later used as quarters for officers of merchant vessels and was operated by the Maritime Services Board until 1972. In that year it passed into the hands of the National Parks and Wildlife Service. It was declared an historic site and restored. The cottage is now used as an information center for the Parks and Wildlife Service.

After retiring in 1846, Cadman lived in the Hunter River district and died there in 1848.

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FACSIMILE COVERSHEET

TO: Michele Nix
White House

FAX NO.: 202-456-6218

FROM: Mort Dworken, POLCOUNS
Rosemarie Forsythe, Political Section

DATE: December 13, 1991

SUBJECT: Information for Speeches

NO. OF PAGES
(Including cover sheet): 2 (two)

COMMENTS:

FOR YOUR INFORMATION

N.B.: INFORMATION COPY ALSO SENT TO SYLVIA STANFIELD
IN EAP/ANZ, DEPT. OF STATE

P. R. Lerner
(Signature).

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(0072C)

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Luncheon Cruise - event?

He's done this kind of cruise
In 1982 before

Toured Opera House
1982

He got on the "John Cadman" ship
hosted to a luncheon
on board

The "John Cadman III"
Embark from Man o' War Steps
by Sydney Op House
Sydney Harbor Trust "Gateway to the World"
Wharf

50 → 100 people

Upstairs (Griner)
Host Premier of Nick Greiner
N.S. Wales

Bio on him & wife

Dignitaries from N.S. Wales

Aus. & Am. on board

Intro Premier Griner.

New South Wales

New South Wales (NSW), which is located in the south-east part of the Australian continent, was the first colony established by Britain in Australia. It was named by Captain James Cook in 1770. It is the most populous (5 605 269) and heavily industrialised state in Australia, with a highly urbanised population. Sydney, its capital, is the largest city in the nation (population 3 525 900) and one of the world's great seaports. It is also an important international finance centre. Until 1825 all Australian territory east of the 135th meridian was known as NSW. The establishment later of other colonies and territories reduced its area. The area of NSW, which includes Lord Howe, a small island in the Pacific Ocean, is now 801 428² (309 431 sq miles), 10.4 per cent of Australia's total area.

PHYSICAL FEATURES

Natural features divide the state into four main zones, extending from north to south.

Seaboard and coastal lowlands: The coastline is 1460km (906 miles) long. It is broken by few inlets of any size.

Tablelands: Formed by the Great Dividing Range, the tablelands comprise an almost unbroken series of plateau varying in width from 50km to 160km (31 miles to 100 miles) and forming the main watershed where the coastal rivers and those which flow inland originate. The Snowy Mountains region has the highest peak on the continent, Mount Kosciuszko, which is 2228m (7307 ft).

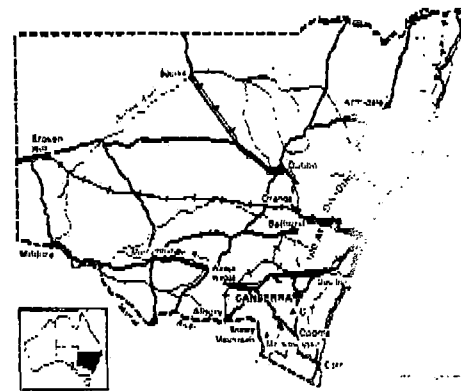
Western slopes: This is a fertile, undulating region with rich plains along rivers flowing inland and some rugged areas. Generally regular and adequate rainfall has led to extensive cultivation.

Western plains: This area comprises almost two-thirds of the state. The soil is fertile, but poor rainfall and limited river water and high temperatures seldom enable it to realise its agricultural or pastoral potential.

RIVERS

There are two distinct groups of rivers in NSW—the short, fast-flowing coastal streams which drain about one-sixth of the state but carry more than two-thirds of its water; and the inland rivers, part of the Murray-Darling system. Coastal rivers: The main coastal rivers are the Hawkesbury 472km (293 miles), Hunter 462km (286 miles), Macleay 402km (249 miles), Clarence 394km (244 miles), Richmond 262km (163 miles), Manning 224km (139 miles) and Hastings 174km (108 miles).

Inland rivers: The main rivers are Darling 2617km (1625 miles) within NSW, Murray 1936km (1200 miles)



within NSW, Murrumbidgee 1717km (1090 miles), Lachlan 1484km (922 miles), Macquarie-Bogan 950km (590 miles), Namoi 847km (526 miles), Gwydir 668km (414 miles) and Castlereagh 549km (340 miles).

CLIMATE

NSW lies in the temperate zone and the climate is generally free from extremes of heat and cold. The greatest heat is usually experienced in the north-west; a shade temperature more than 51°C (124°F) has been recorded at Burke. The coldest climate is the Snowy Mountains, where frosts and snow are experienced in long periods.

Rainfall varies widely over the state, gradually diminishing to an average of 180mm (7.1 in) in the north-west.

HISTORY

After sailing up the east coast of Australia, Captain Cook took possession of the whole east coast in the name of King George III on August 22, 1770. On the homeward voyage, while writing his journal, he gave the name New South Wales to the territory he had claimed.

In 1786 the British Parliament authorised the dispatch of an expedition to Botany Bay. It was known as the First Fleet, 11 ships under Governor Arthur Phillip. He arrived at Botany Bay on January 18, 1788, to establish a penal colony. Phillip decided to settle in a cove, now named Sydney, a few kilometers inland where there was a good spring of water. The fleet was brought to Botany Bay and on January 26, 1788, designated Australia Day) the flag was unfurled.

In 1792 Phillip returned to England. At this time the colony's population was 4000, including a settlement on Norfolk Island in the Pacific.

During the next 18 years a succession of military and naval governors, lieutenant-governors struggled

FACT SHEET
on
AUSTRALIA

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"A harbor . . . is a good thing, since adventures come into it as well as go out, and the life in it grows strong, because it takes something from the world and has something to give in return."

-- Sarah Orne Jewett,
Bartlett's, p. 663.

Martin\Nix
Dec. 17, 1991
HARBOR

PROPOSED PRESIDENTIAL REMARKS: LUNCHEON CRUISE
SYDNEY HARBOR
WEDNESDAY, JAN. 1, 1992
11:40 A.M.

Thank you for those kind words. Barbara and I have been looking forward to returning to Sydney since our last visit in 1982. As we look around, we realize everything is just as we remember it -- bright sunshine, bustling city streets, glistening water, and unabashed friendly Aussies. Allow me to comment for the first time of many how truly appreciative we are of all Premier Grenier, the state government of New South Wales, and their able staffs have contributed to make our visit so very special.

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As Sydney begins a year-long 150th birthday celebration -- the "Sydney Sesqui" -- your world renowned reputation for hospitality continues to grow. It was over 150 years ago that

quote out

good

4 TPs

4 BR

(4 to 6 more)

Singapore

△: SINGAPORE

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INCOMING

PAGE 01 OF 02 CANBER 09430 00 OF 03 090747Z 031097 S096580 CANBER 09430 00 OF 03 090747Z 031097 S096580
ACTION: ANZ (03)

INFO: EAP (02)
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FOR EAP/ANZ STANFIELD FROM POLCOUNS; INFO CG'S

E.O. 12356: DECL: OADR
TAGS: AMGT
SUBJECT: OFFICIAL - INFORMAL

1. ~~C~~ ENTIRE TEXT.

2. WE ARE FAXING THE EVENT PAPERS FOR THE MEETINGS WITH THE CORAL SEA COMMEMORATIVE COUNCIL AND WITH ACADEMICS, AND ARE SENDING BY SEPTTEL THE ONE FOR THE MEETING WITH U.S. BUSINESS REPRESENTATIVES. INFO ON THE MEETING WITH RURAL REPRESENTATIVES WAS SENT SEPTTEL ON DEC. 5. THIS CABLE INCLUDES OUR CONTRIBUTIONS TO THE REMAINING EVENT PAPERS REQUESTED IN STATE 395483, EXCEPT FOR THE PRE-LUNCHEON DRINKS AND LUNCHEON IN MELBOURNE WHICH WILL BE PROVIDED LATER.

3. EVENT: LUNCHEON CRUISE IN SYDNEY HARBOR, WEDNESDAY JANUARY 1, 1230, EMBARK AT MAN-O-WAR STEPS NEAR THE OPERA HOUSE FORECOURT, SYDNEY

SETTING: - BEFORE EMBARKATION, OPPORTUNITY TO GREET PUBLIC NEAR OPERA HOUSE. LUNCHEON ITSELF ON ENCLOSED UPPER DECK; SEATING AT TABLES. INTRODUCTORY REMARKS BY THE HOST, NSW STATE PREMIER GREINER. THE PRESIDENT MAKES BRIEF REMARKS IN REPLY. PRESS COVERAGE BY POOL.

KEY OBJECTIVES:

-- TO NOTE THE MANY SIMILAR CHALLENGES AND OPPORTUNITIES FACING STATE GOVERNMENTS IN AUSTRALIA AND THE U.S. IN SUCH AREAS AS EDUCATION, HEALTH CARE, TRANSPORTATION, ENVIRONMENTAL PROTECTION, CRIME, DRUG ENFORCEMENT, AND FISCAL RESPONSIBILITY; AND TO CITE THE POTENTIAL BENEFITS OF EXPANDING OUR COOPERATION IN THESE AREAS.

-- TO HIGHLIGHT THE KEY ROLE OF U.S. INVESTMENT IN METROPOLITAN SYDNEY AND NEW SOUTH WALES--AND AUSTRALIAN INVESTMENT IN THE UNITED STATES--AS WELL AS THE EXTENSIVE TRADE LINKS BETWEEN THE U.S. AND NEW SOUTH WALES. THESE CLOSE TIES ARE EXEMPLIFIED BY THE BUSINESS DEVELOPMENT AGREEMENT CONCLUDED EARLIER THIS YEAR BETWEEN NEW SOUTH WALES AND THE STATE OF COLORADO.

-- TO CITE THE LONGSTANDING HISTORICAL AND CULTURAL TIES BETWEEN AMERICANS AND THE PEOPLE OF NEW SOUTH WALES. THE FIRST OFFICIAL U. S. GOVERNMENT REPRESENTATION IN AUSTRALIA WAS ESTABLISHED IN SYDNEY OVER 150 YEARS AGO. SYDNEY HAS A THRIVING SISTER-CITY RELATIONSHIP WITH SAN FRANCISCO.

-- TO EXPRESS APPRECIATION TO PREMIER GREINER AND THE NEW SOUTH WALES STATE GOVERNMENT, PARTICULARLY THE PROTOCOL DIVISION AND PRESS OFFICE OF THE PREMIER'S DEPARTMENT AND THE NEW SOUTH WALES POLICE, FOR THEIR ASSISTANCE WITH ARRANGEMENTS FOR THE PRESIDENTIAL VISIT, AND TO THANK PREMIER GREINER FOR HOSTING THE LUNCH.

PARTICIPANTS:

-- HOST/HOUSTESS: PREMIER AND MRS. GREINER. TOTAL OF 150 GUESTS (SPOUSES INCLUDED) TO BE DETERMINED.

-- OF THE APPROX 100 SEATED AT TABLES UPSTAIRS, EQUALLY SPLIT BETWEEN AUSTRALIAN AND U.S.

-- ANOTHER 50 WILL BE DOWNSTAIRS.

4. EVENT: MEET MISSION STAFF/FAMILIES-TREE PLANTING, WEDNESDAY JANUARY 1, 1700 (MAY CHANGE SLIGHTLY), AMBASSADOR'S RESIDENCE GROUNDS, CANBERRA

PURPOSE: AN OPPORTUNITY TO MEET THE AMERICAN MISSION FAMILY AND TO CARRY ON THE TRADITION OF HIGH-LEVEL

USG OFFICIALS' COMMEMORATING THEIR VISITS WITH THE PLANTING OF A TREE.

SETTING: APPROXIMATELY 500 (OR POSSIBLY MORE -- SEE BELOW) MISSION STAFF AND FAMILY MEMBERS WILL BE GATHERED AROUND THE CIRCULAR GARDEN AREA IN THE MIDDLE OF THE RESIDENCE DRIVEWAY. THE PRESIDENT WILL MAKE REMARKS FROM A PLATFORM WITH A MICROPHONE AND SPEAKER, WHICH WILL BE LOCATED NEXT TO THE TREE IN THE MIDDLE OF THE GARDEN AREA. THE TREE WILL BE IN PLACE AND A CEREMONIAL SHOVEL WILL BE PROVIDED FOR THE PRESIDENT TO THROW DIRT INTO THE HOLE. CHILDREN WILL BE PLACED IN THE FRONT. PRESS COVERAGE BY POOL.

KEY OBJECTIVES:

--TO MEET AND THANK MISSION PERSONNEL
--TO PLANT A TREE TO COMMEMORATE THE VISIT.

PARTICIPANTS:

--PRESIDENT AND MRS. BUSH AND RELEVANT MEMBERS OF THEIR PARTY
--AMBASSADOR AND MRS. SEMBLER
--APPROX 115 AMERICAN EMPLOYEES INCLUDING 4 JOINT DEFENSE FACILITY COMMANDERS
--APPROX 185 AMERICAN DEPENDENTS
--APPROX 75 FOREIGN SERVICE NATIONALS, AND
--APPROX 125 AUSTRALIAN DEPENDENTS.
--IF MILITARY EXCHANGE OFFICERS ARE INCLUDED, WE EXPECT ANOTHER APPROX 38 OFFICERS AND 68 DEPENDENTS (TOTAL 106).

TALKING POINTS:

WE ARE VERY PLEASED TO BE HERE. WE ARE AWARE OF THE HARD WORK THAT GOES INTO VISITS LIKE THIS, ESPECIALLY IN THIS CASE WHEN A DIFFICULT SCHEDULE OBLIGED US TO COME DURING THE HOLIDAY SEASON. WE TRULY APPRECIATE YOUR DEDICATION AND SACRIFICE. THANK YOU FOR THE SUPERB ARRANGEMENTS AND THE TREMENDOUS SUPPORT YOU HAVE PROVIDED.

I WOULD LIKE TO EXPRESS HOW MUCH CONFIDENCE AND

DECLASSIFIED
Department of State Guidelines
E.O. 12958, SEC 3.4 (B), July 21, 1997
By _____ NARA, Date _____

IMMEDIATE

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PAGE 02 OF 02 CANBER 09430 00 OF 03 090747Z 031097

S096580

RESPECT I HAVE FOR THE FOREIGN SERVICE AND FOR THOSE WHO DEVOTE THEIR LIVES TO SERVING OUR NATION OVERSEAS, CIVILIAN AND MILITARY. THAT GOES AS WELL FOR ALL WHO REPRESENT THE VARIOUS DEPARTMENTS AND AGENCIES OF OUR GOVERNMENT. I ALSO AM AWARE OF THE SACRIFICES MADE BY THE FAMILY MEMBERS OF THOSE EMPLOYEES WHO LEAVE THE UNITED STATES

WITHOUT PROFESSIONALISM AND DEDICATION AT OUR EMBASSIES AND CONSULATES AND DEFENSE FACILITIES AROUND THE WORLD, THE U.S. WOULD NOT BE THE GREAT COUNTRY THAT IT IS. I KNOW SOMETIMES IT SEEMS FAR AWAY AND YOU WONDER IF PEOPLE IN THE WHITE HOUSE REALLY CARE ABOUT THE WORK YOU ARE DOING. BARBARA AND I HAVE SERVED IN AN EMBASSY FAR FROM WASHINGTON, AND I WANT TO SAY THAT HERE STANDS ONE WHO IS DEEPLY APPRECIATIVE FOR IT ALL.

I WANT ESPECIALLY TO THANK AMBASSADOR AND MRS. SEMBLER FOR PUTTING US UP AND FOR GIVING THIS VISIT

THE PROPER LEADERSHIP.

THANKS ALSO FOR ALL THE WORK ON THE MANY PAPERS YOU PREPARED. THEY SIGNALLED WHAT I COME HERE FEELING -- THAT THE FUNDAMENTAL RELATIONSHIP BETWEEN AUSTRALIA AND THE UNITED STATES IS SOUNDLY BASED AND IN EXCELLENT SHAPE. IT'S ONE THAT HAS ENDURED THE TEST OF TIME.

OUR TWO COUNTRIES SHARE MANY SIMILARITIES IN LANGUAGE, HISTORY AND LOVE OF LIBERTY AND DEMOCRACY. WE ARE PARTNERS IN ONE OF THE STRONGEST ALLIANCES OF THIS CENTURY. IN THIS CONTEXT, THERE ARE SOME DIFFERENCES, BUT WE SHOULD NOT ALLOW THEM TO BLIND US TO THE SIGNIFICANCE OF OUR FRIENDSHIP.

OVERRIDING THE BILATERAL PROBLEMS THAT CROP UP FROM

TIME TO TIME IS THE FACT THAT AUSTRALIA AND THE UNITED STATES ARE STAUNCH FRIENDS AND EVERYBODY HERE IN THIS EMBASSY HAS IN MY VIEW DONE SOMETHING TO ENHANCE AND CONTRIBUTE TO THAT.

NEARLY NINE YEARS AGO, AS A "CORAL SEA VISITOR," I PLANTED A YELLOW POPLAR ON THESE GROUNDS AS VICE PRESIDENT. I AM GLAD TO SEE THAT, JUST AS THE RELATIONSHIP BETWEEN AUSTRALIA AND THE UNITED STATES, THE TREE IS FLOURISHING.

IT IS AN HONOR FOR ME TO BE THE FIRST PERSON TO PLANT TWO TREES AT THE EMBASSY. MY SINCERE HOPE IS THAT

THIS PINK WISTERIA WILL PROSPER AND FLOWER AS A REMINDER OF THE MUTUAL BENEFITS OF AUSTRALIAN-AMERICAN FRIENDSHIP.

I WISH I HAD AN OPPORTUNITY TO TELL EACH OF YOU PERSONALLY HOW MUCH WE APPRECIATE THE WONDERFUL HELP AND SUPPORT. I WILL MAKE SURE THIS BEAUTIFUL TREE IS GIVEN SOME SOIL, AND WE WILL AT LEAST GET THE CHANCE TO SAY HELLO. THANK YOU ALL -- BOTH AMERICANS AND AUSTRALIANS -- FOR WHAT YOU DO FOR OUR TWO COUNTRIES. WE ARE DEEPLY APPRECIATIVE.

5. EVENT: CALL ON GOVERNOR-GENERAL,
WEDNESDAY JANUARY 1, 1900, GOVERNMENT HOUSE, CANBERRA

PURPOSE: TO PAY COURTESY CALL ON THE REPRESENTATIVE

CANBER 09430 00 OF 03 090747Z 031097

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OF THE CHIEF OF STATE IN AUSTRALIA AND HIS WIFE.

SETTING: PRESIDENT AND MRS. BUSH ARRIVE AT PORTICO AND MOVE THROUGH THE LIVING ROOM TO A SMALL RECEIVING ROOM FOR A BRIEF DISCUSSION. AT CONCLUSION, THERE WILL BE A POOL PHOTO OPPORTUNITY IN THE HALLWAY, AND A SHORT PERIOD FOR MINGLING BEFORE DINNER IN THE LIVING ROOM.

PARTICIPANTS:

US: PRESIDENT AND MRS. BUSH
-- AMB. AND MRS. SEMBLER
A: GOVERNOR-GENERAL AND MRS. BILL HAYDEN
-- AMB. AND MRS. COOK

6. EVENT: STATE DINNER

WEDNESDAY JANUARY 1, 1930, GOVERNMENT HOUSE, CANBERRA

SETTING: FORMAL (DINNER JACKET/LONG DRESS/DECORATIONS) DINNER IN THE MAIN STATE DINING ROOM. COFFEE IN TBD ROOM. PHOTO OPPORTUNITY (IES) TBD. BRIEF TOASTS; NO REMARKS.

PARTICIPANTS: 50 GUESTS TOTAL, OF WHICH U.S. SIDE 12. INVITATION LIST TBD.

7. EVENT: JOINT PRESS AVAILABILITY,

THURSDAY JANUARY 2, 1430, PARLIAMENT HOUSE, CANBERRA

PURPOSE: TO MEET SELECTED MEMBERS OF THE PRESS AFTER DISCUSSIONS WITH GOA OFFICIALS.

SETTING: THE PRESIDENT WILL BE ACCOMPANIED BY THE PM TO THE PARLIAMENT HOUSE ROOF, WHERE EACH WILL MAKE A SHORT STATEMENT AND ANSWER QUESTIONS FOR 30 MINUTES. (AN ALTERNATIVE SITE, COMMITTEE ROOM NUMBER 1, IS ALSO UNDER CONSIDERATION BY THE PM'S OFFICE.)

PARTICIPANTS: NUMBER OF MEDIA TBD. TV/RADIO AND PRINT. APPROX 40 PERCENT WH PRESS CORPS, 40 PERCENT AUSTRALIAN, 20 PERCENT INTERNATIONAL.
MEYERS##

~~CONFIDENTIAL~~

THE WHITE HOUSE
WASHINGTON

December 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: DAVE DEMAREST *DD*
TONY SNOW *TS*

FROM: CURT SMITH *CS*

SUBJECT: TRANSPORTATION BILL SIGNING

On Wednesday, December 18th at 10:30 a.m., you will deliver remarks (approximately 9 minutes) at the signing ceremony for the Surface Transportation Efficiency Act in Dallas, Texas. The speech setting is an in-progress construction site for SH 360, a construction project benefited by this legislation. An audience of roughly 180 will attend, comprised mainly of construction workers and transportation officials.

Your speech praises the merits of the transportation bill, focusing on its job-generating potential. You also speak of the bearing freer and faster transportation circulation has on national productivity.

THE PRESIDENT HAS SEEN

31 DEC 16 PM 55

*Be sure to see it
SS was with me
OK
CS*

12-17

(Smith/Grossman)
Draft Seven
December 16, 1991
TRANS

PRESIDENTIAL REMARKS: TRANSPORTATION ACT
DALLAS, TEXAS
WEDNESDAY, DECEMBER 18, 1991

Acting Secretary Busey. Sam Skinner -- former
Transportation Secretary and now our new Chief of Staff. Federal
Highway Administrator Tom Larson. National Highway Traffic
Safety Administrator Gen. Curry. Urban Mass Transit
Administrator Brian Clymer. Honored guests. Fellow Texans.
Fellow Americans. Ladies and gentlemen. //

That great observer of democracy, Alexis DeTocqueville, once
called America "a land of wonders, in which everything is in
constant motion and every change seems an improvement." //

Today, we celebrate an improvement that can keep America in
motion: The most important transportation bill since President
Eisenhower started the Interstate system 35 years ago. //

This bill will launch the post-Interstate era of America's
surface transportation system. // It will enable us to build and
repair roads, fix bridges, and improve mass transit -- keeping
Americans on the move and our economy on the mend. // But
really, it's summed up by three words -- jobs, jobs, jobs. //

We Americans are united by the idea that tomorrow will be
even better than today. / Shortly, I will sign a bill that puts
that idea into action. Its full name is the Intermodal Surface
Transportation Efficiency Act. It is short-hand for progress:

Progress for our infrastructure / for the economy / and I'm proud to stand here and say this bill is progress for working Americans all across this great country. //

This Act will pump \$10 billion into the economy immediately -- supporting more than 600,000 jobs in the 1992 Fiscal Year -- in Texas alone, more than 41,000 jobs. Many of those workers will develop sites like these -- demonstrating the combination of transportation planning, high technology, and teamwork America needs to prevail in the world marketplace. //

Today's event confirms that America will prevail. // As a result of this bill -- on this site alone -- it means 150 jobs and \$31 million dollars in spending. / And the benefits won't stop at this site. Not far from here, in Plano, a company called Luminator Mark Four makes products for mass transit systems. I understand that Luminator hopes to use funds provided by this Act to expand its work force by 35 percent -- that would be another 150 new jobs -- jobs right here in Texas. //

Across America, the Transportation Act will help companies put people back to work. It is among the government programs I have ordered speeded up -- putting \$9.7 billion extra into the economy during the first two quarters of the fiscal year. //

This bill also means investment in America's economic future -- for an efficient transportation system is necessary for an efficient and productive economy. // Give Americans the tools to compete and I'm confident we can out-think / out-perform / and out-produce anybody, anywhere. //

Our bill gives the private sector new incentives to support our road system. // For instance, this land has been donated by local business. I am especially proud that Congress accepted our proposal to help private firms build and operate new private toll roads. // Private toll roads can pay their way -- creating higher state and local revenues, better services, more investment, and again, more jobs. //

Here's another part of the bill I like: We have set aside 150 million dollars for an incentive program to prevent drunken driving and to improve occupant safety. Especially in the holiday season, it just breaks my heart to see needless tragedy on our nation's roads. // It's time we got drunk drivers off the road once and for all. //

As much as anything, by improving our transportation system, today's signing will help America compete in the global marketplace. When we move America -- America moves the world. //

It doesn't require genius to know that in an international marketplace, a Nation moves no more rapidly than its infrastructure permits. // Yet, too often, goods are held up or workers are late to their jobs, because our surface transportation system isn't up to the job. // I'm glad to say this bill is going to start changing that. //

Each year, eight billion hours are wasted in traffic delays. This Act will curb congestion through projects that link highways like SH 360 and mass transit like the ~~rapid~~ light rail system ^{and high speed} between Dallas, Fort Worth, and DFW Airport. // We have to help

the employee who's stuck in traffic -- so that he or she can get to work and help the economy. The place to start is here. The time to begin is now. //

All of us know the state of some of our highways. I'm reminded of them when I read in Isaiah of the admonition that "The crooked shall be made straight, and the rough places plain." // ((Although I'm not sure he had in mind the shape of our Interstate system.)) // Our Transportation Act will straighten / smooth out / and streamline our Nation's highways. It increases highway spending by forty-eight percent over the next six years - - enhancing our transportation efficiency by investing in our 155,000-mile National Highway System. //

I want to salute Congress for passing our proposal to designate this system. I am pleased that the increased funding will improve road conditions / ease traffic congestion / and reduce delays for the trucking industry -- thus, letting them move consumer goods more quickly and at lower cost, and reducing our dependence on foreign oil. // The new National System will represent only 4 percent of all public roads -- but will carry 75 percent of intercity truck traffic and 40 percent of all travel. This system will increase access to American products and services -- and, ultimately, prosperity. // That's good for Dallas, good for Texas, and good for America -- and I'm proud of a bill that makes it happen. //

Transportation is an \$800 billion a year business. [[That's almost as much money as the total of all the gifts on my

grandkids' Christmas wish list this year.]] // As world trade grows larger -- as our planet becomes smaller -- an efficient transportation system will become even more important than it is today. //

I want to congratulate you, Sam, and the congressional leaders who got the job done on this legislation. To the rest of you here -- our many partners in this process -- my appreciation for the tireless effort -- long hours -- and determination you invested in the bill. //

I also want to thank the state highways and transportation administrators -- indeed, every American. // You knew that transportation can help keep America "a land of wonders" -- and you made your voices heard. //

The future of American transportation begins today. So God bless all of you, and America -- and let me sign this bill so we can get some projects underway and get people back to work. // Thank you again for being here.

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GEORGE BUSH PRESIDENTIAL LIBRARY

THIS FORM MARKS THE FILE LOCATION OF ITEM NUMBER 2
LISTED ON THE WITHDRAWAL SHEET AT THE FRONT OF THIS FOLDER

THE PRESIDENT HAS SEEN

THE WHITE HOUSE
WASHINGTON

Teleprompter P2:1

December 16, 1991

MEMORANDUM FOR THE PRESIDENT

THROUGH: DAVE DEMAREST *DD*

FROM: TONY SNOW *TS*

SUBJECT: AMERICAN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

On Wednesday, December 18th, at noon, you will deliver remarks (approximately 15 minutes) to the American Association of State Highway and Transportation Officials (AASHTO) at the Hyatt-Regency in Dallas, Texas. The audience of approximately 600 will be comprised mainly of AASHTO and guests from the signing ceremony (construction workers, other state and local transportation officials from around the country).

Your remarks praise the merits of the Intermodal Surface Transportation Efficiency Act you will have just signed, stressing the bill's job-generation potential. You also focus on the importance of transportation efficiency for national productivity, and touch on the human, day-to-day impact of freely circulating transportation for ordinary Americans.

~~10:30 December 18~~

Transportation Bill
Signing - Dallas, TX

(Snow/Grossman)
AASHTO
Draft Four
December 17, 1991

PRESIDENTIAL ADDRESS: THE AMERICAN ASSOCIATION OF STATE HIGHWAY
AND TRANSPORTATION OFFICIALS
HYATT-REGENCY HOTEL
DALLAS-FORT WORTH INTERNATIONAL AIRPORT
NOON
WEDNESDAY, DECEMBER 18, 1991

[Introductory acknowledgements]

I look out at all of you, people I had the good fortune to see just a few months ago, and I recall the words of the great sage, Lawrence Peter Berra: "It's like deja vu all over again."

Yogi always has had a way with words, but since we met in the Rose Garden this June, a lot of things have happened. The most important for you: a revolution in transportation.

What we dreamed about then -- a new transportation bill -- today became a reality, not far from here. I signed the Intermodal Surface Transportation Efficiency Act -- a law that will bring our transportation policy into the 21st Century and will let us build -- literally -- a road to the future. \\

This bill culminates more than two years of hard work by my administration. It also shows off two themes that define our approach to making things happen. First, define a mission and accomplish it. Early on, we defined our mission -- to lay the foundation for the most significant revolution in American transportation history. We understood that a transportation system provides mobility, the lifeblood of the modern economy. Second, don't define your missions in isolation. Know how they

will make life better for everyone. We pursued our revolution because it moved us closer to our three top domestic priorities: jobs, jobs and jobs. \\

Sam Skinner did a splendid job in framing our National Transportation Strategy, and in building its cornerstone, the law I signed today. ~~He did such a good job that I named him chief of staff after John Sununu resigned.~~

Sam pushed and pleaded, he fought and tussled -- and when things got tense and tough, he even resorted to using reason with our friends on Capitol Hill. But it paid off: our dream -- at least the vast majority of it -- became reality.

Many people contributed to our effort, and I want to thank everyone who supported us. As you know, we sought your opinions, and I must say, you weren't shy in offering them up. \\

But through the gruelling business of negotiation and compromise, we never lost sight of our mission. We understood from Day One that America can't move ahead in the international marketplace any more rapidly than its infrastructure will allow. Ideas fly around the globe at light speed -- because the infrastructure can handle the traffic. We need that kind of competitiveness in surface transportation as well.

Our National Transportation Policy begins with a big dose of common sense. We know that you don't get anywhere in a traffic jam. A worker can't do much for the economy, the family, or the community by sitting on a highway, listening to the radio.

We know that a vital piece of equipment, trapped on a truck, trapped in traffic, won't do much for the factory that needs it.

We know that a loved one, rushing for an airport, can't rejoin the family if back-ups on the expressway or the subway or the mass transit system put everything in gridlock.

And we know that Americans have become tired of waiting for improvements. Everyone pretends to be a transportation expert, but too often they have become experts in enduring delays.

Last week transportation expert Jay Leno did a little comedy performance at the National Press Club. I know, the press does a good enough job with political comedy on its own. \\

Well, he was making fun of a proposal to put microwave ovens in cars -- that's right, microwave ovens -- so drivers can feed themselves while they wait. It sounds crazy, but the proposal is serious, and it shows that some people accept traffic delays as a fact of life. Well, I think we'd better dedicate ourselves to a microwave-free future for our highways. \\

The reason's simple: Every hour wasted on overburdened transportation systems costs us a piece of our future. Every wasted hour robs us of an hour's labor, and hour's time with family and friends, an hour's chance to build a nest-egg. Congestion caused more than 8 billion hours of delay on our roads. That's the amount of time 4 million workers spend on the job each year!

In other words, Americans nationwide waste more time each year in traffic delays than workers spend on the job at all our

auto companies / all our electronics companies / all our textile companies / all our lumber companies / and all our furniture manufacturers -- combined. And people wonder why AASHTO members get so worked up about the importance of their work! \\
 \

The waiting drains away 34 billion dollars in delays and fuel costs in the nation's 39 largest metropolitan areas alone. The point is simple: We can't afford not to invest in transportation. No matter how much people might want to ignore the rest of the world, we must make a choice: Take the lead, or let others pass us by. \\
 \

~~Sam Skinner~~^{will,} and I prefer to lead. That's why we decided early on to keep America moving -- and to adopt your battle cry: "Let's get there." \\
 \

We decided that half-measures wouldn't work. We wanted a transportation law that would address road and bridge needs around the country; a law that would complete important mass transit projects; and a law that would encourage innovation in every aspect of our transportation network, from road construction to high-tech rail systems.

Our law accomplishes that mission. It will help finish our 155,000-mile National Highway System. When completed, these roads will comprise only four percent of our total public road mileage, but they'll carry 75 percent of our intercity truck traffic and 40 percent of our highway travel. That's efficiency.

Our law encourages states to build the roads they need, not the roads some far-away central planner thinks they should have. That's common sense. \\\

The Highway System created by Dwight Eisenhower in 1956 revolutionized American life forever. It spawned suburbs, cultivated more than 200 new centers of commerce and culture -- edge cities, as they're called in a new book. Where bare fields stood 30 years ago, American enterprise now thrives -- with office space, shopping centers, entertainment areas; regions that function as workplaces by day and recreational hubs by night.

Our new transportation law will pump new life into these newest cities, and support their further evolution.

It will rejuvenate centers like the Dallas-Fort Worth area, where roads and rails have paved the way to more than 500,000 new jobs in the past decade alone.

This law also will revolutionize transportation by encouraging local governments to invest in innovations, such as privately built toll roads. Construction on such a road will begin soon just outside of Washington, and that's just a beginning. Wall Street has begun to develop a brand-new market for financing privately built and operated infrastructure. Investors know a winner when they see it.

These roads will pay for themselves. In addition, they can support other projects. Operators of the Dulles Toll Road will pay taxes, which can leverage even more transportation investment. In short, private projects of this sort get the most

bang for the buck -- and give us a better shot at meeting our vast transportation needs. That's innovation. And that's good government. \\

Consider other items in our new transportation law:

It provides 38 billion dollars to improve our new national highway system.

It sets aside 24 billion dollars to fund a variety of highway and transit projects.

It simplifies the means by which truckers register their vehicles, liability insurance, Interstate Commerce Commission operation authority and mileage for state fuel tax payments. That simple act of streamlining could save trucking companies as much as as 1 billion dollars this year.

Our law will help states meet their environmental responsibilities without casting aside their duties for building these roads, and providing the means for future prosperity, future growth -- and jobs.

Our law will encourage exploration into new transportation technologies -- such as high-speed rail systems.

Last, but not least, our law will create good American jobs today, good American jobs tomorrow, and it will build a foundation for creating more good American jobs for years to come. The funding in the law will support up to 600,000 jobs in this fiscal year.

But that's just the start. Privately constructed projects funded with this money will generate even more work for Americans

-- and as I've been saying all along, these projects will give America the ability to move forward as never before. The biggest bang in this law comes not from construction projects, but from the life they will breathe into towns, counties and cities across America.

I'm proud of our law. We defined our mission, and after lots of thoughtful policymaking and hard work, we accomplished that mission. Now, thousands of Americans can get back to work.

I've instructed the Department of Transportation to get the money moving now. We will make available the vast majority of state money from the Highway Trust Fund. And we'll accelerate the release of 300 million dollars for mass transit projects. I encourage you to do your part in making sure this money gets to its destination swiftly, gets used wisely, and helps Americans build the foundations for the Next American Century. Moreover, I'd like to challenge you to look past the old ways of doing business and dare to innovate, to create new means of moving American forward.

So think of this bill as a highway bill, a mass transit bill, an environmental bill, a safety bill -- and a jobs bill. It's all of those. But it's also the single most revolutionary transportation breakthrough in American history.

Earlier today, I stood at a construction site not far from here, and I thought of the incredible vigor of this region -- all fueled by transportation infrastructure. A new kind of exploration and vigor assails the senses -- the hustle, the

bustle, the tornado of activity. Today I saw a domestic vision in sweat and toil, concrete and steel: Not an abstract proposal, but a program that will produce real results -- now.

This law will not solve all our transportation challenges, but it will make a huge difference -- in every life. It will help young fathers rush their wives to a delivery room. It will enable buses to ferry children safely and swiftly to school. It will help just-in-time manufacturers receive the parts they need, when they need them. It will help auto companies get new cars from factories to showrooms. It will keep America where it belongs -- in the passing lane.

Every American understands transportation's role in our progress as a Nation. When we talk about economic renewal, we say we want to get America moving. When we talk about progress, we talk about getting things moving. And when we talk about roads and rails, we call them arteries. Well, the time for talking about such essentials has come to an end. Today, we start doing. We start improving our roads and bridges and railways -- our equal opportunity escorts to the future. \

Thank you. May God bless you and the United States of America.

#



December 17, 1991

Dave:

Fine with a couple of minor changes.

I think we need a little bit more of a disclaimer . Perhaps at top of '8'.

We rave about the bill so much that I think people will think this will solve all our transportation needs and problems.

After "challenges" line 4 page 8...how about some realistic assessment of the remaining problem.

Much will remain to be done after all the funds provided in this bill are spent. Not every community that has a transportation infrastructure problem will have its requirements met by this bill;but it will make a huge difference.

I;m not proud of my language... Maybe there is some estimate as to what it will take to 'do' the entire country. that would go:

"Let's face it, to get our entire transportation system where we want it it will take many billions more, but the key point here is we are on the move.

Just a thought.

gb

FROM THE PRESIDENT

THEMES AND TOPICS FOR PRESIDENT'S AUSTRALIA SPEECHES
(November 26, 1991)

There will be two opportunities for the President to make major speeches while in Australia. The first will be in Canberra on Thursday, January 2, when he addresses a joint session of parliament. The general focus of this address should be on the bilateral relationship, although global regional themes should also be included. A second speaking engagement will be on Friday, January 3, in Melbourne, where he is invited to speak on regional/global themes at a luncheon for business executives and others hosted by Victoria State Premier Joan Kierner.

including what we can learn from Australia in the area of education/competitiveness

Parliament Address on U.S.-Australia Bilateral Relations

Themes to Include: Though largely focused on bilateral issues, global themes should be included. The address should recognize the close strategic relationship that has existed bilaterally, the success of this relationship, and the need to maintain our partnership in the face of post-Cold War era challenges. Bilateral, regional and global economic issues should also be touched upon. Finally, there should be reference to expanding cooperation in other areas of particular relevance to younger (post-WW II) Australians such as culture and education, the environment, economics and narcotics.

Continuing Importance of the Alliance:

- o Stress continuing need for ^{close} consultation based on mutual interests. Convey respect for Australia as more than a junior partner.
- o Our long-standing strategic alliance has served us well. Next year we celebrate the 50th anniversary of the Battle of the Coral Sea. It will be a special commemoration of the close and special defense partnership that had origins in the Second World War. (The President's personal involvement in the Pacific theater during that war can lend special significance to this testimonial.)
- o However, looking ahead over the next fifty years, the post-Cold War Era presents new challenges for our alliance. While East-West tensions have diminished, other problems such as ethnic rivalries, nationalist aspirations and territorial or political disputes -- suppressed during the Cold War period -- are now arising.
 - Stress enduring importance of cooperation
 - Note the need for new generations to come to the fore to assume responsibilities arising in new era.

*beware of
Tensions
Problem
in
Australia-
Indonesian
relations*

*Historical
relations;
end of
era
↑
↓
beg.
new
era*

- o In these endeavors, Australia has and continues to play an important role:
 - Note contributions to the Gulf War, refugee assistance and the ongoing naval interdiction effort in the region. Express appreciation for Australian public support during the Gulf War for the Coalition and its policies, *including role of joint facilities and Aus. Navy contributions.*
 - Note Australia's active role in developing a framework for the current peace process which is taking place in Cambodia, as well as Australia's contribution to the peace keeping force. *↳ facts (prov. sep. to speeches)*
 - Note strong efforts on proliferation issues, particularly regarding nuclear and chemical weapons proliferation.
- o Our partnership on these and other issues has become increasingly important, especially in the wake of the tremendous changes that have occurred in the world over the last two years.

Stress Cooperation on Multilateral Trade Issues:

- o The New Order that is being shaped encompasses not just the political realm but the economic. Both our countries have been at the forefront, pushing hard for free and open markets in the world. We must avoid the creation of trading blocs. And we must continue our joint efforts to shape an international trading system which will foster rather than obstruct free trade, particularly through a successful conclusion of the GATT Uruguay Round.
 - Acknowledge Australia's leadership in establishing APEC and in shaping its development as an important international economic entity.
 - Note Australia's bipartisan efforts to press the EC to end agricultural subsidies and for a successful conclusion to the Uruguay Round.
 - Note that what we are pursuing in the NAFTA is not a bloc. We intend to lower internal barriers, not create external barriers. NAFTA will be GATT consistent.

*Positive
commitment
role of
joint facilities
in
Gulf
War
+
As. cont.
participation
in
G.H.*

*Pick up
interdependent
economies
theme
that appears
in speeches
for other
countries
on the
trip*

US + Australia both Pacific nations.

dynamic economies and fundamental strategic importance of the region as well as the development of free-market economies and investment in America's future.

Reassurance on U.S. Engagement in the Region:

- o *Australia and the US share common perspectives on Asia.*
- o Our reasons for remaining engaged and active in Asia and the Pacific are obvious. The Asia-Pacific region is now America's largest trading partner, with trans-Pacific commerce totalling more than \$300 billion in annual two-way trade. This is nearly one-third larger than that across the Atlantic.
-- We're involved in the Asia Pacific region for the long-haul. Investment in America's future.
- o We will remain committed to our allies and to fulfilling our security obligations. The U.S. will remain engaged in Asia and the Pacific.
- o Our bilateral and multilateral arrangements in this region have worked well. These arrangements will continue to be key to our mutual security in the decades ahead.
- o The regional partnerships which the U.S. enjoys with Australia and other countries have provided the foundation for economic and political stability in the region.

Future Relations Between Australia and the U.S.

- o ~~We have points of differences, but~~ overall our relations are excellent. We share common histories and similar values. And we see this relationship strengthening further in the years ahead. Some trends to point to:

In culture and education:

- *Increasing fertile exchange between American and Australian culture, increasingly influences American music, cinema and sports.* *incl. in*
- There is also a solid basis of bilateral academic interchange, including the 40-year-old Fulbright program in Australia and numerous private exchanges involving younger Australians at the secondary level.
- The U.S. 4-H organization, Future Farmers of America, and Rotary are among the groups with active exchange programs with Australian counterparts.

In bilateral economic relations:

- The importance of bilateral trade: after Japan, the U.S. is Australia's largest trade partner. Annual bilateral trade exceeds US\$ 13 billion.
- U.S. firms have over US\$ 15 billion invested in Australia, the second highest in Asia after Japan, much of it in leading edge technology in telecommunications, aviation, and informatics, as well as manufacturing, mining, agriculture, and energy.
- Tourism remains very big business for both countries. Nearly one-half million people travel each way each year. United Airlines and Northwest both inaugurated new routes to Australia in 1991.
- We are broadening economic dialogue, this year initiating bilateral consultations on agricultural issues and continuing our consultations and joint efforts in important international economic fora such as APEC and the GATT.

In environmental and resource management:

- Cooperation in conservation and environmental protection is expanding; we have many shared interests and similarities in resource endowments (i.e., coal, oil, gas, hard rock minerals) and topography. There are many recent examples of cooperation:
- Our two governments have established a High Level Group on Energy to exchange information on energy policy, programs, demand; to review ongoing research and development; and to engage in joint research efforts.
- US Interior Department (DOI) Minerals Management Service has recently signed a bilateral MOU with Australia's Department of Primary Industries and Energy (DPIE) for sharing data on offshore minerals development, including environmental protection aspects.

- DOI Bureau of Land Management has initiated a dialogue with DPIE that is focused on the need to balance the extraction of minerals, oil, gas, and timber with the growing demands for recreation, and management of cultural resources, and wildlife and fisheries habitats. Plans include an exchange of technical personnel between our countries.
- USDOC/NOAA officials have recently met with their Australian counterparts to discuss ways in which our two nations can strengthen efforts regarding the important environmental problems of driftnet fishing, endangered species, and the monitoring/assessment of the global warming threat.
- In APEC, where Australia leads the Energy Working Group, our two governments are cooperating closely to establish a regional clean coal technology utilization center.
- The U.S. and Australia recently co-sponsored the creation of an International Forestry Research Institute to focus on issues related to the conservation of tropical forests and the arrest of deforestation and environmental degradation.

In fighting illicit narcotics:

- Australia has done much to assist regional countries in their counternarcotics efforts and is an active member of the "Dublin Group" of donor nations that coordinates counternarcotics aid to producer nations.
- Our countries are united in the worldwide fight against drug abuse and trafficking, which is becoming a security threat of the 1990s.

Other issues: Points of Difference in a Mature Relationship:

- o There are some issues on which we do not meet eye-to-eye but which should also be mentioned.

- Encourage continued Australian support for an ambitious Uruguay Round package including disciplines on Trade Related Investment Measures (which Australia continues to oppose) and services, where Australia has been more forthcoming recently *and urge progress on bilateral trade issues.*

- Australia remains on the Special 301 Priority Watch list for local content requirements on television broadcasting. This is barrier to cultural interchange. We hope to see a phase-out, not a phase-in, of local content requirements.

- IPR: On parallel import of books, there have been slight improvements in this area, but we urge the GOA to adopt provisions that would completely exempt foreign textbooks from parallel imports.

- IPR: We also are concerned by the Australian Attorney-General's rejection of a proposed amendment to the copyright law to provide an exclusive rental right for sound recordings. While Australia works for stronger standards for IPR in the Round, its actions at home are not consistent with this.

- o One particularly difficult issue is Australian continuing concern over the impact on Australian farmers of the U.S. Export Enhancement Program for agriculture. This issue should be confronted sympathetically but directly:

- Note the plight of American as well as Australian farmers, our legitimate stake in world grain markets, our intention to continue EEP as leverage on the EC, and our hope that export subsidies will be sharply reduced in the Uruguay Round.

Reduce to one general tick

- Recognize and regret that EEP is a factor affecting Australian farmers, but note other factors -- especially EC dumping, higher global production, Australia's transport/port inefficiencies affecting competitiveness, the drought, the high cost of agricultural inputs, and the simultaneous collapse of the wool market.
- Stress that we take Australian interests into account in implementing EEP, including setting up a bilateral consultative mechanism that met in August for the first time, and will continue.

Melbourne Luncheon Speech on Global/Regional Issues

Overall themes: *Touch on Historical Setting, need to stand together in face of new challenges.*
Address ~~Begin with~~ the changes in Europe and move on to the latest initiatives in the Middle East and Southeast Asia. While addressing the changing political winds in the world, the President should also assure continued U.S. commitment to regional stability in Asia and the Pacific. Finally, focus should be placed upon international economic issues of mutual concern.

Recognize Australia's Growing International Role:

- o Express appreciation for the leadership role Australia has assumed in the world.
 - Australia's contribution to the Gulf War, *incl. joint facilities*
 - Active role in working toward a settlement in Cambodia
 - Leadership in forming APEC
 - Strong efforts on proliferation issues, particularly regarding nuclear and chemical weapons
- o Our partnership has become increasingly important, especially in the wake of the tremendous changes that have occurred in the world over the last two years.

U.S. Regional Role to Remain Strong:

- o The regional partnership which the U.S. has enjoyed with Australia and other countries has been the foundation for economic and political stability in the region.
- o Despite the changes elsewhere in the world, the U.S. will remain engaged, concerned and active in Asia and the Pacific, both in strategic and economic terms.

Shoulder-to-Shoulder,

Facing Challenges Ahead:

- o This is not to say that there are no challenges ahead:
 - The proliferation of chemical, nuclear and biological weapons of mass destruction remains a problem; Australia's role in achieving international safeguards to reverse the proliferation trend has been critical to this effort, *complemented by US security initiatives globally & in the region.*
 - We share a common view that the formation of protective trading blocs must be avoided, and support for cooperative frameworks such as APEC must be vigorously continued.
 - We should do all we can to open markets and foster free trade in order to strengthen international economic cooperation, confidence and recovery.

Nicholas Frank GREINER
(Phonetic: GRYncr)

AUSTRALIA

*Premier, New South Wales
(since March 1988)*

Addressed as: Mr. Premier

Nicholas Greiner is Australia's youngest premier. A former businessman, he has streamlined upper levels of management, improved law enforcement, promoted development projects, encouraged new investment, and moved to reduce the state's debt by selling public assets and reducing government payrolls.

Greiner was born on 27 April 1947 in Hungary; his parents immigrated to Australia when he was a child. He graduated first in his class with a degree in economics from the University of Sydney and holds an MBA degree with distinction from Harvard. He returned to Australia in the mid-1970s. Before entering politics, he worked in the construction and publishing industries. He was chairman of Harper and Row (Asia) during the late 1970s and early 1980s. He has also served on federal government boards, including the Housing Board. Greiner joined the Liberal Party in 1967 and was elected to the Legislative Assembly of New South Wales in 1980. During 1980-83 he served as state shadow treasurer and shadow minister for housing and cooperative societies. He led the opposition in New South Wales from 1983 until assuming his current post.



Greiner enjoys most spectator sports, playing squash and skiing, and attending the theater and opera. He is an active member of the Harvard Club in Sydney. Married to Kathryn Callaghan, he has a son and a daughter.

26 April 1990

UNCLASSIFIED

Nicholas Frank GREINER AUSTRALIA

(Phonetic: GRYner)

Premier, New South Wales

(since 1988)

Addressed as: Mr. Premier

Nicholas Greiner is considered by most local observers to be one of New South Wales' brightest politicians and, at 44, is Australia's youngest premier. He has received good marks for his efforts to restore integrity and efficiency to a government plagued by corruption scandals under the previous Labor administration. Nevertheless, Greiner's popularity dropped during 1990, and his coalition failed to maintain its parliamentary majority in a state election in May 1991. He began his second term with a minority government reliant upon support from independent MPs.

Despite his recent electoral setback, Greiner is generally considered a rising star in the Liberal Party. He denies national political ambitions and recently recanted his promise to serve only two terms as state premier, saying he will remain as long as the Labor Party wants him as its leader. A former businessman, he has streamlined upper levels of management, improved law enforcement, promoted

UNCLASSIFIED

development projects, encouraged new investment, and moved to reduce the state's debt by selling public assets and reducing government payrolls. Greiner has led trade delegations to Beijing, Hong Kong, Tokyo, and Moscow.

He and his wife frequently make private visits to this country to meet with political contacts, to catch up on the latest in campaign technology and innovations in government management, and to attend Harvard reunions. (He holds an M.B.A. degree with high distinction from Harvard.) He has also shown particular interest in US reform of social service programs at the state level.

Greiner was born on 27 April 1947 in Hungary; his parents immigrated to Australia when he was a child. He graduated first in his class with a degree in economics from the University of Sydney before going to Harvard. He subsequently worked in the timber, construction, and publishing industries. He was chairman of Harper and Row (Asia) during the late 1970s and early 1980s. He has also served on federal government boards, including the Housing Board. Greiner joined the Liberal Party in 1967 and was elected to the New South Wales Parliament in 1980. During 1980-83 he served as shadow treasurer and shadow minister for housing and cooperative societies. He led the opposition from 1983 until 1988. Concurrent with the

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premiership, Greiner holds the treasury and ethnic affairs portfolios.

Greiner enjoys watching most spectator sports, playing squash, skiing, and attending the theater and opera. He is an active member of the Harvard Club in Sydney. Greiner is a devout Catholic. Married to the former Kathryn Callaghan, he has a son and a daughter.

Handwritten notes:
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Pre-Adv. to K^a
1-7-92

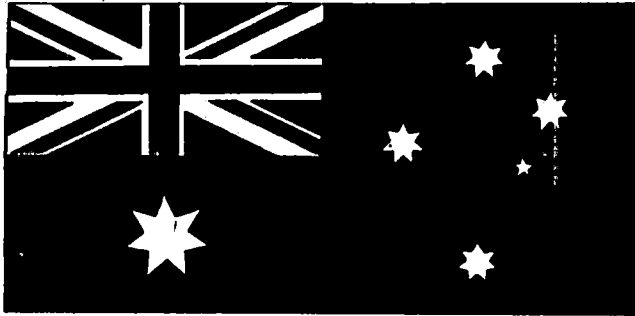
8 AUSTRALIA.



STATE ARMS

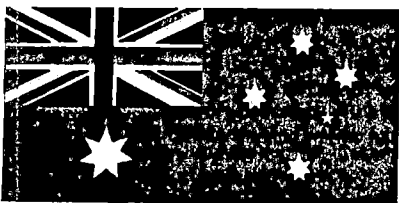


In 1854 gold miners at the Eureka Stockade in Victoria revolted against corrupt police, limited suffrage, and other political and economic injustices. Their flag was blue with five eight-pointed white stars on a white cross, symbolizing the sky which is common to all men, and hope and liberty. That flag inspired many sub-



1:2

Officially adopted 22 May 1909; confirmed in present form 15 April 1954.

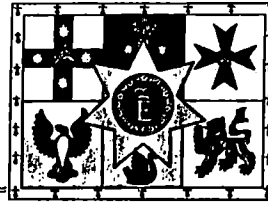
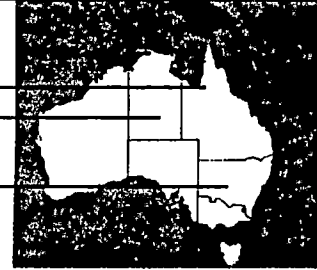


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sequent designs. Unification of six British colonies in the Commonwealth of Australia on 1 January 1901 called for a national flag. Chosen in a competition which drew more than 30,000 entries, this flag displays the Southern Cross constellation reminiscent of the Eureka Stockade flag. In addition a seven-pointed star (changed from six points in 1909) represents the Commonwealth with its six states and its territories. The Union Jack is a reminder of the historical and political links which Australia has with Britain.

AUSTRALIAN STATES AND TERRITORY

QUEENSLAND
NORTHERN TERRITORY
NEW SOUTH WALES

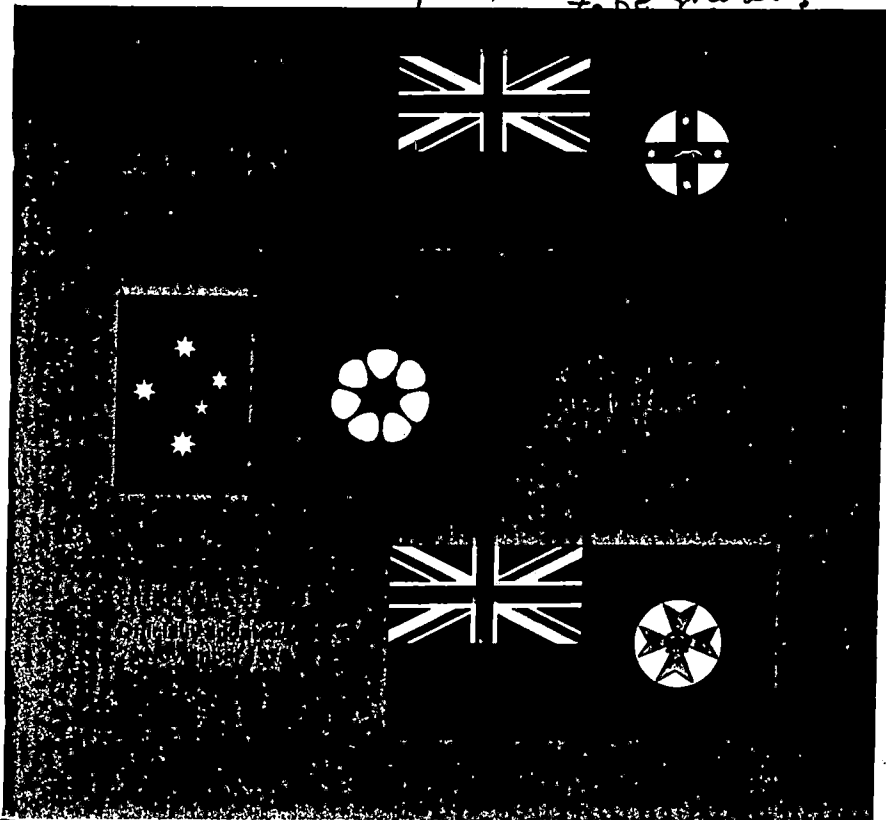


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ROYAL FLAG

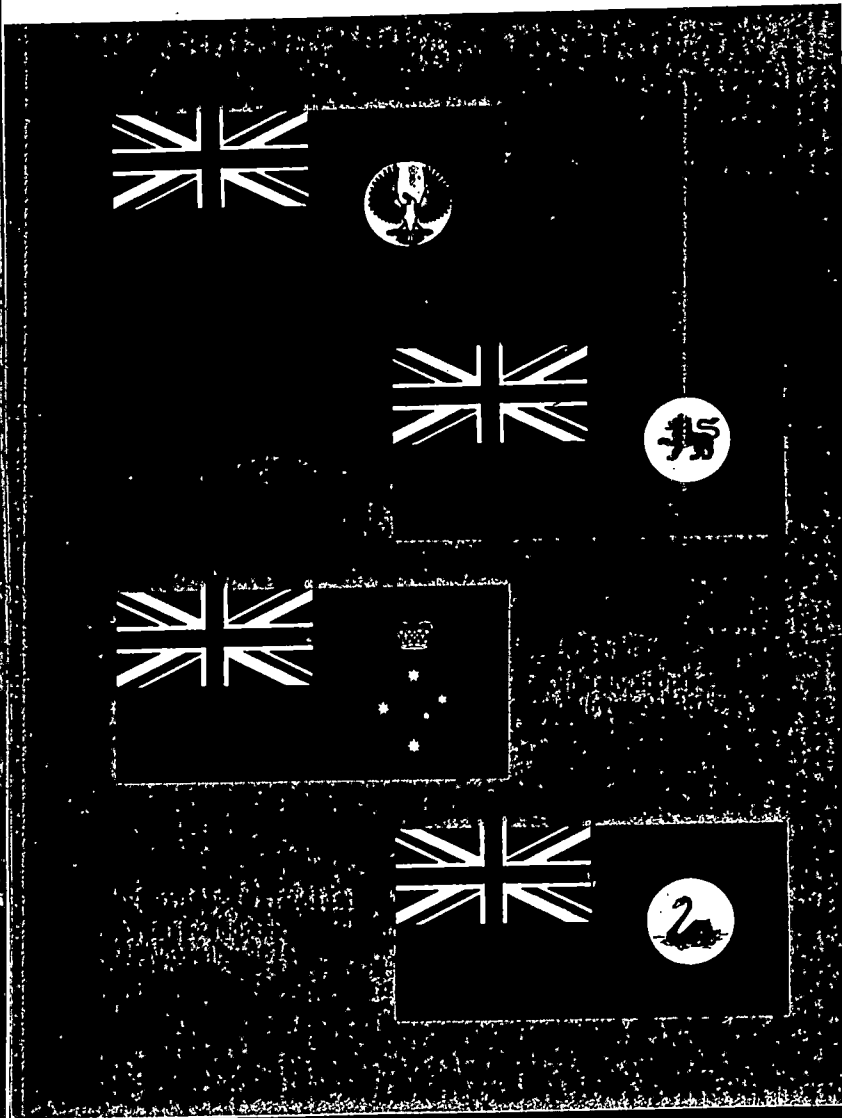
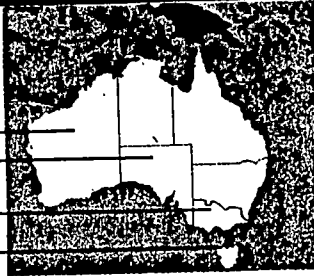


GOVERNOR-GENERAL'S FLAG

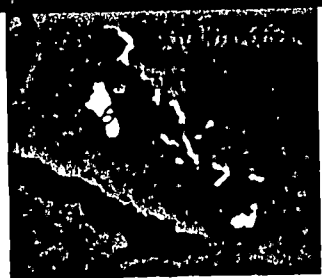


AUSTRALIAN STATES
AND TERRITORY

WESTERN AUSTRALIA
SOUTH AUSTRALIA
VICTORIA
TASMANIA



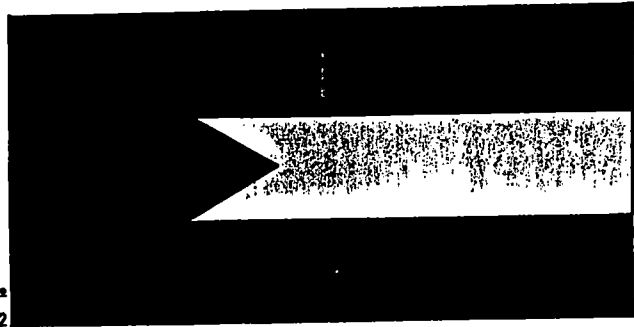
9 THE BAHAMAS



STATE ARMS

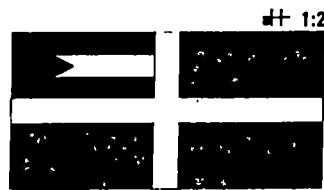
The golden sands of the 700 Bahamian islands are reflected in the center stripe of the flag, while the aquamarine stripes bring to mind the various shades of ocean waters around those islands. The black triangle indicates the unity of the Bahamian people and their determination to develop the resources of

P. 248

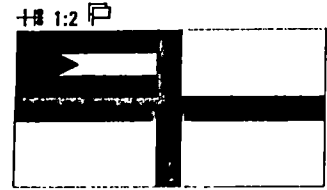


1:2

Officially hoisted 10 July 1973.



GOVERNOR-GENERAL'S FLAG



PRIME MINISTER'S FLAG



1:2



1:2

DAILY PHONE LOG

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NAME _____
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REMARKS *Monday*

ACTION TAKEN *stacy y.*

~~scribbled out text~~

NAME _____
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Phone _____

REMARKS

ACTION TAKEN

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REMARKS

ACTION TAKEN

Handwritten scribbles and '30 A' in the center of the page.

NAME _____
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REMARKS

ACTION TAKEN

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REMARKS

ACTION TAKEN

Large handwritten scribbles in the bottom right quadrant.

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Date _____
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REMARKS

ACTION TAKEN