

their representative in the courtroom. Yet millions of hardworking, law-abiding citizens cannot change their representation in the workplace.

As a result of the passage of the National Labor Relations Act (NLRA) in 1935 and the action taken by the federally-funded NLRB, workers can be forced to pay union dues or fees for unwanted representation as a condition of employment. Federal law may even force workers to accept union representation against the will of the majority of workers.

Talk about taxation without representation! Mr. Speaker, the WAGE Act takes a step toward returning a freedom to workers that they never should have lost in the first place: the right to choose their own representative. I urge my colleagues to support the nonpartisan, pro-worker WAGE Act.

IN RECOGNITION OF THE 80TH ANNIVERSARY OF THE MOUNT WASHINGTON AMERICAN LEGION POST 484

HON. ROB PORTMAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. PORTMAN. Mr. Speaker, I rise today to recognize the outstanding contributions of the Mount Washington American Legion Post 484, which celebrated its 80th anniversary on January 21, 2001.

The American Legion was chartered by Congress in 1919 as a patriotic, mutual-help, war-time veterans organization. The Mount Washington American Legion Post 484 opened its chapter 80 years ago, and, since then, it has carried out its mission—to defend and teach the principles of democracy; to uphold the law of the land; to foster patriotism; to venerate, serve and support our veterans; to instill a sense of obligation to the community, state and nation; and to guard the rights and freedoms provided to us by the Constitution.

Post 484 has made a remarkable difference in the Cincinnati community by helping to improve the quality of life for our veterans and for others in the Second Congressional District of Ohio. Post 484 currently has about 400 members, many of whom have dedicated their time at Veterans Administration Hospital and Hospice volunteer programs. Its service also includes: volunteer work in our local schools; donations of blood to the Red Cross; environmental protection and crime prevention programs; and fundraising for crisis intervention and family support programs. Post 484 also has raised funds for the Americanism Youth Conference; the Spirit of Youth Fund; flag etiquette and citizenship programs; the Girl Scouts and Boy Scouts of America; and anti-substance abuse, child safety as well as literacy programs.

Mr. Speaker, the Mount Washington American Legion Post 484 reminds us that one of the best ways to help individuals and communities is through the hard work and dedication of our local volunteers. These volunteers, who have courageously defended our country, have exhibited an unrelenting service to our country. I hope my colleagues will join me in congratulating Post 484 and its members on 80 years of superb service to the Cincinnati area and to our nation.

IN RECOGNITION OF CHARLES E. CRIST

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. POMEROY. Mr. Speaker, I rise today to recognize Charles E. Crist. I have had the pleasure of working with Chuck for the past five years in his position as Deputy for Program and Project Management with the St. Paul District of the Corps of Engineers. Quite simply put, he is one of the finest public servants I have had the opportunity to work with.

Throughout his time with the St. Paul District, Chuck has stood out as an individual who could tackle complex, sensitive water resource issues. He is a man of great integrity, with a deep commitment to the issues he works on. His contributions to the Corps are numerous, but one that will always be recognized is his efforts to make the Corps a truly responsive agency to the needs of the communities it serves.

During the devastating flood of 1997, Chuck worked to coordinate emergency response measures in Grand Forks, North Dakota and all along the Red River. In the aftermath of the flood, Chuck assembled a team within the Corps to design plans for a permanent flood control project for Grand Forks. He was instrumental in leading efforts to expedite the development of the project reports needed to secure authorization. Without the quick, creative work of Chuck and his team within the Corps, we would have missed a critical window to secure congressional authorization. In recognition of this work, the team received the U.S. Army Corps of Engineers Outstanding Planning Achievement Award for Planning Team of the Year. Thanks to Chuck's dedicated efforts, Grand Forks is now getting the protection it so desperately needs.

In addition to his work in Grand Forks, Chuck has also led efforts to address the ongoing flooding in the Devils Lake Basin. His work has been critical to protecting the future of a town that has experienced eight years of continual flooding. All throughout this process, he has been able to balance a wide range of issues while implementing workable solutions. No matter what the challenge, Chuck has always been able to meet or exceed it.

Chuck's friendly demeanor and genuine sympathetic nature have made him a trusted public servant. He has been wholeheartedly committed to working with North Dakota communities through difficult water problems and challenges. Through tough and daunting times, he has always maintained a level of optimism that has gone unmatched. There is no doubt that North Dakota has been well-served under his leadership.

Above all, Chuck is a valued friend and partner. Chuck will be missed for his personality, remembered for his professionalism, and honored for the positive change he brought to the Corps. After a distinguished career that has spanned more than 32 years, I want to thank Chuck for his service to the Corps and the State of North Dakota. I wish him all the best in his retirement.

INTRODUCTION OF THE FOREIGN TRUCK SAFETY ACT

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. LIPINSKI. Mr. Speaker, I rise today to introduce a bill that I believe is paramount to keeping our highways and byways safe. The Foreign Truck Safety Act would mandate that all foreign trucks at our southern border be inspected if they have not passed inspection in the previous twelve months. This is necessary because last week a North American Free Trade Agreement (NAFTA) dispute panel ruled that our southern border with Mexico should be opened to unfettered cross-border trucking. The new Bush administration also stated they would abide by that ruling and open the border.

This ruling means that Mexican trucks, trucks that fail 35 percent of inspections across the border zone, and 50 percent of inspections in Texas, would be free to roam all throughout the United States. Since NAFTA went into effect in 1994, these trucks have been able to cross into a small NAFTA border zone. The border was scheduled to have been fully opened in December 1995, but due to real safety concerns and the high rate of failed inspections of Mexican trucks, the border was kept closed by the Clinton Administration.

The highly respected and non-political U.S. DOT Office of Inspector General (IG) concluded in a November 1999 report that "Adequate mechanisms are not in place to control access of Mexico-domiciled motor carriers into the United States." In a December 1998 report the IG stated, "We concluded that far too few trucks are being inspected at the U.S.-Mexico border, and that too few trucks comply with U.S. standards." And it has not gotten better since: in 2000 35 percent of Mexican trucks that were inspected were put out of service for significant safety violations. And what's discouraging is that less than two percent of Mexican trucks were inspected.

In addition, since NAFTA was signed in 1993, Mexico has known that it would have to harmonize its trucking laws and regulations with the U.S. and Canada (whose trucks have as good a safety record as U.S. trucks), and yet it has failed to do so. For example, the Land Transportation Standards Subcommittee (LTSS) was created by NAFTA to harmonize transportation standards and regulations by the year 2000. However, even though we are in 2001, Mexico does not have vehicle maintenance standards, roadside inspections, safety rating systems, a drug and alcohol testing program, or hours of service regulations. And Mexico has just started the process of mandating logbooks for record keeping, while the U.S. DOT is in the process of upgrading logbooks to electronic record keeping. Most importantly, Mexico allows trucks upwards of 100,000 pounds on its highways, while the U.S. limit is 80,000 pounds.

Without an adequate inspection system at the border, it is just a matter of time before 100,000 pound, unsafe trucks with drivers who haven't slept in days are driving straight into a tragedy on one of our highways. That's why the Foreign Truck Safety Act is necessary. In addition to mandating the inspection of foreign trucks, the bill would authorize the border

states to impose and collect fees on trucks to cover the cost of these inspections. By requiring all trucks to pass inspections before entering the United States, we can help to limit the risks these unsafe trucks pose to our citizens. This country entered into NAFTA in order to better the lives of our citizens. I urge all of my colleagues to cosponsor and help me pass this legislation, because without it, we will simply put our citizens in more jeopardy. Thank you.

COMMEMORATIVE STAMP FOR
AVA GARDNER

HON. BOB ETHERIDGE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. ETHERIDGE. Mr. Speaker, I rise today to introduce a concurrent resolution recommending that the U.S. Postal Service issue a commemorative postage stamp for Johnston County's favorite daughter and one of America's most accomplished actresses, Ava Gardner.

Having grown up in Johnston County myself, I am proud to introduce this legislation in Ava Gardner's memory, not only because she is a famous North Carolinian; but because she touched the lives of thousands around the globe.

Despite her superstar status, Ava Gardner never forgot her humble Johnston County roots. She was born the youngest of seven children of Jonas and Mary Elizabeth Gardner in 1922 and grew up near Smithfield. When she was 13 her family moved to Newport News, Virginia, only to return to North Carolina where she attended high school in the Rock Ridge community and studied at Atlantic Christian College, which is now Barton College, in Wilson.

In the summer of 1941 the Smithfield Herald told the story of Ava Gardner's trip across country to a place called Hollywood. When she arrived there, it didn't take long for the whole world to recognize what the people of Smithfield and all of North Carolina already saw—Ava's remarkable talent. During her career, she starred in 64 films and won many honors including:

A Golden Globe nomination for "Best Actress in a Drama" for "Night of the Iguana" in 1964;

The Academy of Motion Pictures "Merit for Outstanding Achievement—Best Actress" nomination for "Mogambo" in 1953;

And the Look "Film Achievement" award for her performance in "The Hucksters" in 1947.

She was also the first woman from North Carolina to grace the cover of Time magazine. Indeed, Ava Gardner's story is the American Dream.

In addition to her success on the silver screen, Ava was a leader in the fight against cancer and worked tirelessly for more funding for research. She was also a patriot and was recognized by the U.S. Armed Forces for her spirit of public service and her performance as a guest star on the Armed Forces radio network's production of "Victorious Lady."

Ava Gardner was one of America's most accomplished actresses in the 20th century. She led the Hollywood golden age, shared the stage with Clark Gable, Burt Lancaster, and

Grace Kelly. She served as a goodwill ambassador to people around the globe and graciously dedicated her fame to the fight against cancer.

Mr. Speaker, Ava Gardner's legacy lives on through her movies and the wonderful Ava Gardner Museum in Smithfield, North Carolina. Being commemorated on a postage stamp is a high honor reserved for remarkable people, places, and even cartoon characters. Surely, someone as glamorous and accomplished as Ava Gardner deserves her own stamp too.

CHILD PASSENGER PROTECTION
EDUCATION GRANTS

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. OBERSTAR. Mr. Speaker, this week is National Child Passenger Safety Week. This national observance reminds parents and caregivers of the importance of buckling up children correctly on every ride. According to the National Highway Traffic Safety Administration, in 1999, motor vehicle crashes killed more than 1,400 children (infants to age 14) and injured another 300,000. Six out of 10 children killed in these crashes were completely unrestrained. This is simply unacceptable.

Today, I introduce a bill to continue for fiscal years 2002 and 2003 the Child Passenger Protection Education Grant program authorized by Section 2003(b) of the Transportation Equity Act for the 21st Century (TEA 21). The bill authorizes \$7.5 million for each of fiscal years 2002 and 2003 for the Secretary of Transportation to make incentive grants to states to encourage the implementation of child passenger protection programs in those states. Current authorizations for the Child Passenger Protection Education Grant program expire at the end of fiscal year 2001, whereas authorizations for virtually all other TEA 21 programs expire at the end of fiscal year 2003.

To increase seat belt use nationwide, the previous Administration established goals to reduce the number of child occupant fatalities 15 percent by 2000 and 25 percent by 2005. The Child Passenger Protection Education Grant program has played an important role in helping the Department meet the first of these goals. Since 1997, the number of child fatalities resulting from traffic crashes has declined 17 percent, exceeding the goal of 15 percent by 2000. Restraint use for infants has risen to 97 percent from 85 percent in 1996, and has climbed to 91 percent for children aged one to four, up from 60 percent in 1996.

Under my bill, a state may use its grant funds to implement programs that are designed to:

Prevent deaths and injuries to children;

Educate the public concerning all aspects of the proper installation of child restraints, appropriate child restraint design, selection, and placement, and harness threading and harness adjustment on child restraints; and

Train and retrain child passenger safety professionals, police officers, fire and emergency medical personnel, and other educators concerning all aspects of child restraint use.

A state may carry out its child passenger protection education activities through a state program or through grants to political subdivisions of the state or to an appropriate private entity. Each state that receives a grant must submit a report that describes the program activities carried out with the funds made available under the grant. Not later than June 1, 2002, the Secretary of Transportation shall report to Congress on the implementation of the program, including a description of the programs carried out and materials developed and distributed by the states that receive grants under the program.

In each of fiscal years 2000 and 2001, the Transportation Appropriations Act provided \$7.5 million to finance the Child Passenger Protection Education Grant program. It is essential that we continue to provide funding for the Child Passenger Protection Education Grant program to ensure that we make progress in preventing deaths and injuries to children on the nation's highways, and achieve our goal of a 25 percent reduction in child occupant fatalities by 2005.

INTRODUCTION OF THE GIFT OF
LIFE CONGRESSIONAL MEDAL
ACT OF 2001

HON. FORTNEY PETE STARK

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, February 14, 2001

Mr. STARK. Mr. Speaker, I am proud to introduce the "Gift of Life Congressional Medal Act of 2001." This legislation creates a commemorative medal to honor organ donors and their survivors. Senator Frist, a heart and lung transplant surgeon himself, is introducing companion legislation in the Senate.

There is a serious shortage of available and suitable organ donors. Nearly 75,000 people are currently waiting for an organ transplant, and every 14 minutes a new name is added to the list. Because of low donor rates, over 6,000 people died in 1999 for lack of a suitable organ. Incentive programs and public education are critical to maintaining and increasing the number of organs donated each year.

We are very happy to hear that Secretary Thompson has made this a priority issue that he plans to address during his first 100 days as Secretary. He has promised to mount "a national campaign to raise awareness of organ donation", and to "do more to recognize families who donate organs of a loved one." The Gift of Life Congressional Medal Act is a great opportunity for us to work with Secretary Thompson to draw attention to this life-saving issue. It sends a clear message that donating one's organs is a self-less act that should receive the profound respect of the Nation.

The legislation allows the Health and Human Service's Organ Procurement Organization (OPO) and the Organ Procurement and Transplantation Network (OPTN) to establish a nonprofit fund to design, produce, and distribute a Congressional Medal of Honor for organ donors or their family members. Enactment of this legislation would have no cost to the Federal Government. The Treasury Department would provide an initial loan to OPTN for start-up purposes, which would be fully repaid. From then on, the program would