

HONORING UNITED PARCEL SERVICE AND ITS 100 YEARS
OF COMMITMENT AND LEADERSHIP IN THE UNITED
STATES

JULY 13, 2007.—Referred to the House Calendar and ordered to be printed

Mr. OBERSTAR, from the Committee on Transportation and
Infrastructure, submitted the following

R E P O R T

[To accompany H. Res. 375]

The Committee on Transportation and Infrastructure, to whom was referred the resolution (H. Res. 375) honoring United Parcel Service and its 100 years of commitment and leadership in the United States, having considered the same, report favorably thereon with an amendment to the preamble and recommend that the resolution be agreed to.

The amendment is as follows:

Amend the preamble to read as follows:

Whereas United Parcel Service (in this resolution referred to as “UPS”) provides solutions that connect the flow of goods, funds, and information in the United States to more than 200 countries, including delivery service to every address in North America and Europe, through its expansive transportation network, thus truly synchronizing global commerce;

Whereas UPS was founded in 1907 as the American Messenger Company by James E. “Jim” Casey in Seattle, Washington, with \$100 borrowed from a friend and has grown from a 2-person message delivery firm into a 427,000-plus employee global transportation and logistics corporation that moves nearly 15,000,000 packages through its network each business day;

Whereas Jim and his partner, Claude Ryan, focused on providing the best service and lowest rates to launch what would become the world’s largest package delivery service;

Whereas the American Messenger Company acquired its first delivery car, a Model T Ford, in 1913 and operates today a vehicle fleet of almost 92,000 vehicles;

Whereas, in 1913, the American Messenger Company merged with competitor Evert “Mac” McCabe and selected the name Merchants Parcel Delivery;

Whereas, in 1919, Merchants Parcel Delivery made its first expansion beyond Seattle to Oakland, California, and adopted its present name, United Parcel Service;

Whereas, in 1929, UPS became the first package delivery company to provide air service and operates today the world’s eighth largest airline;

Whereas, during the Second World War, UPS still continued to grow by expanding employment opportunities to, and capitalizing on the talents of, women in the workforce;

Whereas, in 1975, UPS forged the “Golden Link”, becoming the first package delivery company to serve every address in the continental United States and began its first operations outside the United States in Ontario, Canada;

Whereas UPS continues to expand its role as a provider of transportation-based and supply chain services;

Whereas UPS has earned numerous awards for its outstanding business practices, recognizing the company’s values and commitment to social responsibility and diversity;

Whereas the Environmental Protection Agency awarded UPS the Clean Air Excellence Award, citing UPS’s alternative fuel program under which the UPS “Green Fleet” recently passed the 100,000,000 mile mark;

Whereas UPS plays a major philanthropic leadership role in the United States and has made significant contributions to numerous charitable organizations around the world;

Whereas, over the past 100 years, UPS has gone through many transformations, growing from a small messenger company to a leading provider of air, ocean, ground, and electronic services, while remaining true to its modest origins and commitment to customer service; and

Whereas UPS maintains its reputation for integrity, reliability, employee ownership, and customer service: Now, therefore, be it

PURPOSE OF THE LEGISLATION

H. Res. 375 honors the United Parcel Service and its 100 years of commitment and leadership in the United States.

BACKGROUND AND NEED FOR LEGISLATION

Founded in 1907 by James E. “Jim” Casey and Claude Ryan in Seattle, Washington, with \$100 borrowed from a friend, United Parcel Service (“UPS”) has grown from a two-person, foot-and-bike messenger service into a world-wide transportation and logistics corporation that moves nearly 15 million packages through its network each business day.

Today, UPS is the world’s largest package delivery company, employing more than 427,000 workers, utilizing approximately 92,000 vehicles, and operating the world’s eighth largest airline.

UPS has been recognized by numerous organizations for its role as a leader in good business practices, with a commitment to social responsibility and diversity. UPS is a recipient of the U.S. Environmental Protection Agency’s Clean Air Excellence Award for its “Green Fleet”, which recently passed the 100 million mile mark.

The company also plays an important philanthropic role in the United States and has made sizable contributions to numerous charitable organizations.

SUMMARY OF THE LEGISLATION

H. Res. 375 honors UPS for its 100 years of service to the nation, and for:

- Providing solutions that connect the flow of goods, funds, and information in the United States to more than 200 countries through its expansive transportation network;
- Growing from a two-person, foot-and-bike messenger service into a global transportation and logistics corporation that moves nearly 15 million packages through its network each business day;
- Serving every address in the continental United States;

- Earning numerous awards for its outstanding business practices, recognizing the company's values and commitment to social responsibility and diversity;
- Playing a major philanthropic leadership role in the United States, making significant contributions to numerous charitable organizations around the world; and
- Remaining true to its modest origins and commitment to customer service and maintaining its reputation for integrity, reliability, and employee ownership.

Pursuant to H. Res. 375, the House of Representatives recognizes United Parcel Service's role in the global transportation system as the world's largest package delivery company; and celebrates UPS' 100th anniversary.

LEGISLATIVE HISTORY AND COMMITTEE CONSIDERATION

On May 3, 2007, Representative Lynn A. Westmoreland introduced H. Res. 375.

On June 28, 2007, the Committee on Transportation and Infrastructure met in open session and considered H. Res. 375. The Committee adopted an amendment to H. Res. 375. The Committee ordered H. Res. 375, as amended, reported favorably to the House by a voice vote.

RECORD VOTES

Clause 3(b) of rule XIII of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against. There were no recorded votes taken in connection with any amendment offered to H. Res. 375 or on ordering the resolution reported. A motion to order H. Res. 375, as amended, reported favorably to the House was agreed to by voice vote with a quorum present.

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(I) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

COST OF LEGISLATION

With respect to the requirements of clause 3(d)(2) of rule XIII of the Rules of the House of Representatives, H. Res. 375 is a resolution of the House of Representatives and therefore does not have the force of law. As such, there is no cost associated with this resolution for fiscal year 2007, or for any fiscal year thereafter.

COMPLIANCE WITH HOUSE RULE XIII

With respect to the requirement of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives, and 308(a) of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding, so no comparison of the total estimated funding level for the relevant programs to the appropriate levels under current law is required.

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the Committee advises that the resolution contains no measure that authorizes funding, so no statement of general performance and objectives for any measure that authorizes funding is required.

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee advises that the resolution contains no measure that authorizes funding. Neither a cost estimate nor comparison for any measure that authorizes funding is required.

COMPLIANCE WITH HOUSE RULE XXI

Pursuant to clause 9 of rule XXI of the Rules of the House of Representatives, H. Res. 375 does not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI of the Rules of the House of Representatives.

CONSTITUTIONAL AUTHORITY STATEMENT

With respect to (3)(d)(1) of rule XIII of the Rules of the House of Representatives, H. Res. 375 is a resolution of the House of Representatives and therefore does not have the force of law. As such, clause (3)(d)(1) of rule XIII does not apply.

FEDERAL MANDATES STATEMENT

H. Res. 375 contains no Federal mandates.

PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is intended to preempt state, local, or tribal law. The Committee states that H. Res. 375 does not preempt any state, local, or tribal law.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act are created by this resolution.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that the resolution does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104-1).

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

H. Res. 375 makes no changes in existing law.