

## Message to the Congress on Continuation of the National Emergency With Respect to Sudan

November 1, 2011

*To the Congress of the United States:*

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the Sudan emergency is to continue in effect beyond November 3, 2011.

The crisis constituted by the actions and policies of the Government of Sudan that led to the declaration of a national emergency in Executive Order 13067 of November 3, 1997, and the expansion of that emergency in Executive Order 13400 of April 26, 2006, and with re-

spect to which additional steps were taken in Executive Order 13412 of October 13, 2006, has not been resolved. These actions and policies are hostile to U.S. interests and continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared with respect to Sudan and maintain in force the sanctions against Sudan to respond to this threat.

BARACK OBAMA

The White House,  
November 1, 2011.

NOTE: The notice is listed in Appendix D at the end of this volume.

## Remarks on Transportation Infrastructure Improvement and Job Growth Legislation

November 2, 2011

Hello, everybody. All right. Thank you so much, everybody. Please have a seat on this beautiful day. It is good to see all these construction workers out.

Of all the industries hammered by the economic downturn, construction has been among the hardest hit. Since the housing bubble burst, millions of construction workers have had to look for a job. So today I'm joining many of these workers to say that it makes absolutely no sense, when there's so much work to be done, that they're not doing the work; not when there are so many roads and bridges and runways waiting to be repaired and waiting to be rebuilt.

One of these potential projects is behind me, just a few miles from the Capitol Building. It's the Key Bridge, one of the five major bridges that connect the Commonwealth of Virginia to Washington, DC. Two of these five

bridges are rated "structurally deficient," which is a fancy way of saying that you can drive on them, but they need repair. Nearly 120,000 vehicles cross these two bridges every single day, carrying hundreds of thousands of commuters and families and children.

They are deficient roads, and there are deficient bridges like this all across the country. Our highways are clogged with traffic. Our railroads are no longer the fastest and most efficient in the world. Our air traffic congestion is the worst in the world. And we've got to do something about this, because our businesses and our entire economy are already paying for it.

Give you an example. Last month, I visited a bridge in Cincinnati on one of the busiest trucking routes in America. More than 150,000 vehicles cross it every single day. But it is so outdated that it's been labeled "functionally