produce a national program which addresses the fundamental issues of civics education. The excitement generated by this program should be emphasized, especially in the face of recent attacks by some groups on the Department of Education and on any national educational coordination or standards in the name of local control.

The program also builds links between public officials, businesses, parents, educators, and students. Former Chief Justice of the Supreme Court, the late Warren Burger, called it ''one of the most extensive and effective programs for the education of young Americans about our constitutional system of government and the principles and values it represents.'' I and members of my staff have visited schools to support the program's goal of directly involving legislators.

Once again, I congratulate the organizers, teachers and students of the We the People program.

RETURN TO STRONGER 5 MPH BUMPER STANDARD

HON. ANTHONY C. BEILENSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 27, 1995

Mr. BEILENSON. Mr. Speaker, today I am reintroducing legislation I have proposed before to restore automobile bumper protection standards to the 5-mile-per-hour requirement that was in force when the Reagan administration took office in 1981.

Beginning in 1978, new cars were equipped with bumpers capable of withstanding any damage in accidents occurring at 5 miles per hour or less. That action was taken in accordance with the Motor Vehicle Information and Cost Savings Act of 1972, which requires the National Highway Traffic Safety Administration [NHTSA] to set a bumper standard that ''seek(s) to obtain the maximum feasible reduction of cost to the public and to the consumer.''

As part of the Reagan administration's effort to ease what it called the regulatory burden on the automobile industry, NHTSA reduced the standard to 2.5 miles per hour in 1982, claiming that weaker bumpers would be lighter, and would therefore cost less to install and replace, and would provide better fuel economy. This supposedly meant a consumer would save money over the life of a car, since the lower purchase and fuel costs should outweigh the occasionally higher cost of any accident. The administration promised at the time to provide bumper data to consumers, so that car buyers could make informed choices about the amount they wished to spend for extra bumper protection.

This experiment has been a total failure. None of the anticipated benefits of a weaker bumper standard has materialized. Crash tests conducted by the Insurance Institute for Highway Safety [IIHS] have shown year after year that bumper performance has little or nothing to do with bumper weight or car price. Lighter bumpers seem to perform just as well as heavier ones in accidents, and bumpers on inexpensive autos perform just as well as or better than the bumpers on expensive autos. In fact, some of the heaviest and most expensive bumpers serve no energy-absorbing purpose at all. Adding insult to injury, NHTSA has virtually ignored its promise to make adequate crash safety and damage information available to consumers.

What has happened is that consumers are spending hundreds of millions of dollars in extra repair costs and higher insurance premiums because of the extra damage incurred in low-speed accidents. In IIHS's latest series of 5-mile-per-hour crash tests, all but 1 of the 14 1995 midsize four-door models tested sustained damage that ranged up to $1,056 in the two crash tests this legislation would restore as a standard. That is a Federal standard that cars were required to withstand without any damage at all. Worse yet, the lowest total damage repair cost for IIHS's four crash tests—all at 5 miles per hour was $1,433; and 3 of the 14 cars ended up with more than $3,000 damage in those 4 tests at 5 miles per hour. That a consumer would be faced with this amount of damage after an accident occurring at 5 miles per hour is both offensive and totally unnecessary.

There is no doubt that consumers overwhelmingly favor a stricter bumper standard, a survey conducted in 1992 by the Insurance Research Council found that almost 70 percent of respondents said cars should have bumpers that provide protection in low speed collisions, and over 80 percent said they would choose protective bumpers over stylish bumpers. Surely no one buying a new car would prefer the extra inconvenience and cost associated with damage sustained in low-speed accidents with weaker bumpers to the virtually negligible additional cost, if any, of stronger bumpers.

Both Consumers Union, which has petitioned NHTSA unsuccessfully to rescind the change, and the Center for Auto Safety strongly support Federal legislation requiring a return to the 5-miles-per-hour bumper standard. The insurance industry also strongly believes rolling back the bumper standard was an irresponsible move, and supports a stronger standard as a way of controlling auto insurance costs.

Mr. Speaker, the Reagan administration made a serious, costly mistake when it rolled back the bumper standard. It has cost consumers many hundreds of millions of dollars, with no offsetting benefit at all. Some manufacturers have continued voluntarily to supply the stronger bumpers. But car buyers, who cannot look at a bumper system and judge how it would perform, have no easy way of knowing whether cars have the stronger or weaker bumpers.

Restablishing the 5-miles-per-hour bumper standard would be the most effective and easiest measure Congress could approve this year to reduce excessive automobile insurance costs. We can save consumers hundreds of millions of dollars by a re-instating a proven regulation that worked well in actual practice. We cannot allow rhetoric about the burden of Government regulation and the advantages of free market economics to blind us to the reality of the unnecessary costs of minor automobile accidents. It is long past time to restore rationality to automobile bumper protection standards.

Mr. Speaker, I urge my colleagues to join me in supporting this proposal to restore the 5-mile-per-hour bumper standard.

A RUMMAGE SALE ON THE ENVIRONMENT

HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 27, 1995

Mr. MILLER of California. Mr. Speaker, each day we seem to have a clearer view of ways in which the Republican Congress intends to attempt to balance our Nation's budget—and this week's action by the House Interior Appropriations Subcommittee is an alarming indication that it will be our Nation's most valuable natural resources that will play a major role in this balancing act.

As a recent San Francisco Chronicle editorial laments the subcommittee's actions appears to be ''a national rummage sale, the effect of which will be to privatize, commercialize, pollute, and consume America's natural heritage.''

I believe that those of us who have worked for years to protect our natural resources would agree with the Chronicle's view that such actions are ''a sell-out, pure and simple.''

I commend the following editorial to my colleagues' attention:

[From the San Francisco Chronicle, June 22, 1995]

A RUMMAGE SALE ON THE ENVIRONMENT

Now we know how the Republican Congress is going to balance the budget: auction off the nation's most valuable natural resources, along with its own votes, to the highest bidder.

Make no mistake, the legislation on offshore oil and gas leasing and the East Mojave National Preserve that passed the House Appropriations Subcommittee Tuesday is part and parcel of a giant national rummage sale, the effect of which will be to privatize, commercialize, pollute and consume America's natural heritage.

It is a sell-out, pure and simple.

The congressional assault on natural resources is far from being limited to the coasts and the desert. The House budget plan calls for selling—or even giving away—vast tracts of national forests, and other House legislation would set up a commission to study the closure of national parks.

Still other proposals call for turning national wildlife areas over to the states to do with as they please. And an amendment to the vetoed budget rescission act, that would have doubled the cutting of timber in national forests while suspending all environmental protections, has risen from its well deserved grave and is heading back to the president's desk.

In April, President Clinton promised to veto any bill that compromises America's clean water, clean air and toxic waste laws. If he is as good as his word, every single one of these ecological nightmares must be vetoed if and when they reach his desk.

Let's look at just three of them.

The so-called ''logging without laws'' amendment to the rescission bill would virtually hand national forest management over to timber barons with chain saws.

Ostensibly intended to expedite salvage logging of dead and dying trees, it would direct the U.S. Forest Service and the Bureau of Land Management to cut more than 6.2 million board-feet over the next 18 months with no regard to the protections stipulated in the National Environmental Policy Act, the National Forest Management Act, the Clean Water Act or the Endangered Species Act.

The bill's definition of ''salvage'' timber would include all ''associated trees,'' ''insect-infected trees'' and ''trees imminently susceptible to fire or insect attack''—in other words, anything that can be cut.

A recent BLM memo correctly characterized it as ''more or less a license for unregulated timber harvest.''

Second, the House Interior Appropriations bill would virtually zero-out funding for National Park Service management of the new Mojave National Preserve, created last fall as part of the California Desert Protection Act.

Not satisfied with having won a battle to permit continued hunting and grazing in the preserve, Representative Jerry Lewis, R-Redlands, along with ranching and mining interests, are pressing ultimately for a reversal of the Desert Protection Act, which took eight years to negotiate.

It seems not to matter a whit to Lewis that many of his own constituents, including the San Bernardino County Board of Supervisors, which originally opposed the preserve, is now enthusiastic about winning full funding for it, having noted that tourist visits in the area have increased dramatically since the preserve was established.

Finally, the same legislation would open up all federal waters on both the Atlantic and Pacific coasts to leasing by oil and gas extractors, reversing a 14-year moratorium on offshore drilling that has enjoyed bipartisan support, including that of Governor Wilson.

Laughingly, congressional Republicans argued that the United States is too dependent upon foreign oil and that it would be irresponsible not to explore all domestic sources. But a Department of Energy study shows that there are approximately 726 million barrels of proven reserves off the California coast.

This means that, in exchange for allowing oil derricks to threaten spills along the entire length of our coast, the nation would get all of 41 days worth of energy from proven oil reserves—a bargain that only members of Congress in thrall to oil companies could appreciate.

President Clinton, get out the veto pen.

THE JAYCEE ALLIANCE MOBILIZES YOUNG AMERICANS TO GET INVOLVED

HON. JAMES A. BARCIA

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 27, 1995

Mr. BARCIA. Mr. Speaker, I take great pride today in saluting the commencement of an organization created so that young Americans in their twenties, thirties, and forties can have a collective voice on pertinent Federal issues of the day. The Jaycee Alliance is a new national, grassroots organization, boasting 150,000 members, that will allow concerned and involved young leaders to contribute their thoughts and experiences on issues before the U.S. Congress and State legislatures, and will form a compact between each generation of Americans to the next.

I applaud the success of the U.S. Junior Chamber of Commerce—Jaycees—organization and I proudly point to my membership as a Jaycee at an early age as essential in my professional development. I firmly believe that the new Jaycee Alliance is an intelligent and much needed organization that will edify and mobilize thousands of new leaders into the 21st century. We are facing some very serious challenges in terms of this and future generations' responsibility to prioritize Government spending in a fiscally prudent fashion. I am pleased that the Jaycee Alliance has already pledged its support for the balanced budget amendment, which I too have supported throughout my years in public office.

Many young business people and homemakers are striving to achieve the American dream and make their communities better places to live. These are bright, energetic people who are interested in securing and creating high-wage jobs, keeping their streets safe, and promoting the highest quality of education in their children's schools. The challenges we, as Americans, face are certainly daunting, but they pale in comparison to the energy this young, invigorated group has to offer. Now is the time that people in the early and middle stages of their careers should mark as the day on which they were invited to get involved. In the finest tradition of the Jaycees, I am confident that the alliance will succeed in becoming the voice of young Americans.

ALASKA NATIVE SUBSISTENCE WHALING EXPENSE CHARITABLE TAX DEDUCTION

HON. DON YOUNG

OF ALASKA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 27, 1995

Mr. YOUNG of Alaska. Mr. Speaker, I rise to introduce a measure that would provide critically needed tax relief to a few Alaskan Native whaling captains who otherwise may not be able to continue their centuries-old tradition of subsistence whaling. In brief, this bill would provide a modest charitable deduction to those Native captains who organize and support traditional whaling hunt activities for their communities.

The Inupiat and Siberian Yupik Eskimos living in the coastal villages of northern and western Alaska have been hunting the bowhead whale for thousands of years. The International Whaling Commission [IWC] has acknowledged that ''whaling, more than any other activity, fundamentally underlies the total lifeway of these communities.''

Today, under the regulatory eye of the IWC and the U.S. Department of Commerce, these Natives continue a sharply restricted bowhead subsistence hunt out of 10 coastal villages. Local regulation of the hunt is vested in the Alaska Eskimo Whaling Commission [AEWC] under a cooperative agreement with the Department of Commerce, National Oceanic and Atmospheric Administration.

The entire Native whaling community participates in these hunting activities. However, Native tradition requires that the whaling captains are financially and otherwise responsible for the actual conduct of the hunt; meaning they must provide the boat, fuel, gear, weapons, ammunition, food, and special clothing for their crews. Furthermore, they must store the whale meat until it is used.

Each of the approximately 35 bowhead whales landed each year provides thousands of pounds of meat and muktuk—blubber and skin—for these Native communities. Native culture dictates that a whaling captain whose crew lands a whale is responsible for feeding the community in which the captain lives. Customarily, the whale is divided and shared by all of the people in the community free of charge.

In recent years, Native whaling captains have been treating their whaling expenses as a deduction against their personal Federal income tax, because they donate the whale meat to their community and because their expenses have skyrocketed due to the increased costs in complying with Federal requirements necessary to outfit a whaling crew. The IRS has refused to allow these deductions, placing an extreme financial burden on those who use personal funds to support their Native communities' traditional activities. Currently five whaling captains have appeals of these disallowances pending before the Tax Court of the IRS.

The bill I am introducing today would amend section 170 of the Internal Revenue Code to provide that the investments made by this relatively small and fixed number of subsistence Native whaling captains are fully deductible as charitable contributions against their personal Federal income tax. Such an amendment should also retroactively resolve the disallowance and assessment cases now pending within the statute of limitations.

The expenses incurred by these whaling captains are for the benefit of the entire Native community. These expenses are vital contributions whose only purposes are to provide food to the community and to perpetuate the aboriginal traditions of the Native subsistence whaling culture.

Each Alaskan Native subsistence whaling captain spends an average of $2,500 to $5,000 in whaling equipment and expenses in a given year. A charitable deduction for these expenses would translate into a maximum revenue impact of approximately $230,000 a year.

Such a charitable deduction is justified on a number of grounds. The donations of material and provisions for the purpose of carrying out subsistence whaling, in effect, are charitable contributions to the Inupiat and Siberian Yupik communities for the purpose of supporting an activity that is of considerable cultural, religious, and subsistence importance to those Native people. In expanding the amounts claimed, a captain is donating those amounts to the community to carry out these functions.

Similarly, the expenditures can be viewed as donations to the Inupiat Community of the North Slope [ICAS], to the AEWC, and to the communities' participating churches. The ICAS is a federally recognized Indian tribe under the Indian Reorganization Act of 1934 (48 Stat. 984). Under the Indian Tax Status Act, donations to such an Indian tribe are tax deductible (28 U.S.C. 7871(a)(1)(A)). The AEWC is a 501(c)(3) organization. Both the ICAS and the AEWC are charged with the preservation of Native Alaskan whaling rights.

Also, it is important to note the North Slope Borough of Alaska, on its own and through the AEWC, spends approximately $500,000 to $700,000 annually on bowhead whale research and other Arctic marine research programs in support of the U.S. efforts at the International Whaling Commission. This is money that otherwise would come from the Federal budget to support the U.S. representation at the IWC.

Given these facts and the internationally and federally protected status of the Native