

# EXTENSIONS OF REMARKS

## DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. JACK QUINN

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 27, 1996

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3675) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and for other purposes:

Mr. QUINN. Mr. Chairman, I rise to express my congratulations to Chairman LIVINGSTON, Subcommittee Chairman WOLF, and the entire Appropriations Subcommittee on Transportation for the tremendous job they have done on this legislation. I do however, wish to express two concerns that I have in the hope that they may be resolved as this process moves forward.

First, I would like to express my deep concern regarding a provision in the fiscal year 1997 transportation appropriations legislation that will undermine the implementation of an important consumer rights program. As written, this legislation weakens the American Automobile Labeling Act [AALA] which is administered by the National Highway Traffic Safety Administration [NHTSA].

The AALA was enacted in 1994 and simply requires new motor vehicles to contain a label providing basic information regarding domestic and foreign content.

The purpose of the act is to give consumers vital information about the origin of motor vehicles and parts and for thousands of consumers. This information plays an important role in their decisions on which automobile to purchase. The act enables consumers who wish to buy American to do so, knowing that the information displayed on automobiles regarding domestic content is accurate and reliable.

This helps to promote American jobs in the assembly of vehicles and in the production of auto parts.

Under this program, suppliers are required to provide information about the origin of the equipment they supply. In order to comply with the labeling provisions, the vehicle maker must know about the origin of each part or item of equipment used during assembly.

The act requires NHTSA to implement the program to ensure compliance, including a procedure to verify the accuracy of labeling information.

To that end, NHTSA has requested \$500,000 in funding to conduct audits related to the enforcement of the requirements of the act. Without these audits, this program will not fulfill its important objectives as mandated by Congress.

Unfortunately, the fiscal year 1997 transportation spending bill denies NHTSA's request for resources needed to properly enforce the AALA program. Unless this modest funding re-

quest is granted, the intent of the AALA program will be severely weakened at the expense of consumers.

As this legislation moves through the legislative process, I strongly urge Congress to reverse this action and take into account the important goals embodied in the AALA vehicle labeling requirements.

### AMTRAK FUNDING

Second, while I realize that Congress is addressing many difficult budget challenges, I would like to express my strong support of Amtrak. I believe that a safe, convenient, and effective National Passenger Rail System is not a luxury, but a basic component of our economy and society. The United States should not become the only major industrial country in the world without this service.

Amtrak plays a vital role in the national economy and it offers a viable alternative to congested highways and air travel.

I rise today to voice my disappointment with the Amtrak funding levels included in this legislation. These funding levels will make it impossible for Amtrak to operate its current system. Funding Amtrak at the levels in this legislation will force Amtrak to discontinue a number of routes and curtail infrastructure investment.

The House authorizing Committee on Transportation and Infrastructure, of which I am a member, has passed legislation that will move Amtrak toward privatization on a set schedule, with appropriate funding levels, to give the railroad the best chance to survive as a private entity. I believe deviating from that schedule by appropriating funds lower than what the authorizing schedule calls for would be devastating to Amtrak.

If we allow the funding levels to remain at this level, Amtrak will go from the promise of succeeding in privatization to extinction.

I believe Amtrak deserves a fighting chance at survival and this Congress should continue to fund the National Rail Passenger System until it reaches its projected privatization date in the year 2002.

Once again, I commend Mr. LIVINGSTON, Mr. WOLF, and the Appropriations Committee on the excellent work they have done with this legislation. I look forward to working with them to make the necessary adjustments to these two small problems to make this great bill even better.

### PUBLIC SERVICE AWARD TO MICHAEL REIDY

HON. ROBERT A. UNDERWOOD

OF GUAM

IN THE HOUSE OF REPRESENTATIVES

Monday, July 8, 1996

Mr. UNDERWOOD. Mr. Speaker, only two Joel Leff Fellowships at Harvard University's John F. Kennedy School of Government are awarded annually. This prestigious award provides full tuition to two individuals who will participate in an intensive 1-year master's in pub-

lic administration program. This program was established to cultivate public servants devoted to solving critical economic problems. Selection for Joel Leff Fellows is based upon candidates' past performance and future promise of excellence in political economy problem solving. I am proud to say that a resident of my home district of Guam who meets and even exceeds the fellowship criteria has been awarded one of the two Joel Leff Fellowships for this year. He is Michael J. Reidy, a former senator of the Guam Legislature and a resident of the village of Tamuning.

Mike was elected to the 21st Guam Legislature in 1990, after years of experience as a public servant in various organizations and Government of Guam offices. He began his public sector career as a Peace Corps volunteer. From 1969 to 1971, Mike was stationed in Somalia, East Africa. After a military coup abruptly ended his work there, Mike was transferred to St. Vincent Island in the Caribbean and became a teacher in the Teacher Training Institute. After the Peace Corps, he matriculated into the University of Arizona graduate programs. Mike's tenure with the Government of Guam began in 1974 as a planner for the department of public works. From 1975 to 1978, he worked for the bureau of planning under several titles, as chief planner in 1977 and as acting director from 1977 to 1978. From 1979 to 1980, Mike acted as Special assistant in Gov. Paul M. Calvo's administration for policy and program development. During the 16th Guam Legislature, he served as executive assistant to Speaker Thomas V.C. Tanaka. In 1983, he briefly left the public sector to open Feathers and Fins Pet Store and Island Exhibits aquariums. Mike's appointment as director of the bureau of budget and management research by Governor Joseph F. Ada in 1986 marked his return to the public sector. He held this position until his successful bid for senatorial seat for the 21st Guam Legislature during the 1990 general elections.

Although Mike's public sector experiences are impressive, his talents are not limited to the public policy-making arena. Mike is also a gifted and avid athlete. Natural leadership skills combined with an enthusiasm for sports earned him the honor of being the first president of the Guam National Olympic Committee [GNOC]. Under Mike's tutelage, the International Olympic Games witnessed for the first time in 1988 the notable performances of Guam's finest athletes in Seoul, South Korea. Mike continued to be GNOC's administrator for the next 10 years. It comes to no surprise that he is president of the Guam Amateur Sports Federation since he is also a member of the Guam Water Polo Club and the Guam Running Club. In 1981, he was chairman of the Guam Fishing Derby and also boasts past memberships in the Guam Fisherman's Coop, the Guam Fishing and Boating Association, the Guam Visitor's Bureau and the Guam Accountants' Association.

Mike is one of our most active public servants and intelligent participants in community

• This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

affairs on Guam. We are very proud of this transplanted Guamanian and congratulate him on this prestigious award as well as his lifetime of service to Guam.

DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1997

SPEECH OF

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 27, 1996

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 3675) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1997, and for other purposes:

Mr. OBERSTAR. Mr. Chairman, I greatly regret the \$110 million cut in Amtrak capital funding for fiscal year 1997, from the \$230 million level for the current fiscal year.

It is clear that this Congress and this administration want Amtrak to be free of operating assistance by fiscal year 2002.

The budget resolution passed this year for fiscal year 1997 and the one passed last year put Amtrak on a glide path of operating support declining to zero. Our Transportation and Infrastructure Committee brought a bill to the House to reauthorize Amtrak last year, which passed by a vote of 406 to 4. This legislation also constructs a gradual phaseout of Amtrak's operating support by 2002. Amtrak's own business plan also eliminates the need for Federal support by 2002. In other words, with the funding plan in our budget resolution and passage of reform legislation, we have made a pact with Amtrak. We have told them to do what no other national passenger railroad in the world has been able to do: Be free of operating support. This is a major accomplishment and one that Congress should encourage. In exchange, we offered a structured funding phaseout and passage of cost saving legislation.

The fact is that from 1995 to 1997, Amtrak's funding levels are \$1.2 billion less than what they requested and what they said was necessary for operating self-sufficiency. We cannot expect them to continue to operate a national system with such deep cuts.

Instead, with this funding level for Amtrak, Congress has moved away from the blueprint envisioned in the budget resolution. Without adequate capital funds during this critical transition period, Amtrak cannot make the essential investments necessary to survive once Congress has provided it with its last dollar of operating support. Also, while the House did pass reauthorization legislation, the Senate has failed to do so. Therefore, Amtrak does not benefit yet from any of the cost savings contained in that bill.

It is clear, and we all agree, that Amtrak should be free of operating support and should have less dependence on Congress for its funding. However, without adequate capital funds now, Amtrak will forever be dependent on Congress to meet its operating deficits.

A railroad is a capital intensive enterprise. It's fair to say that Congress has kept Amtrak on a Slim-Fast capital investment diet for the better part of its 25-year existence. As a result, Amtrak has not been able to modernize its locomotive fleet by purchasing more reli-

able and fuel-efficient engines. Their maintenance shops date, in many cases, to the steam era and need to be upgraded. The electric wires that are used on the Northeast corridor are the same ones the Pennsylvania Railroad first strung in 1993. If we don't give Amtrak the ability to reinvest now, we will never get them to a legitimate point of self-sufficiency.

This is a pivotal time for a national passenger rail policy. It's like the old saying: "Pay me now or really pay me later." Should Amtrak become insolvent, the liability to the Federal Government is going to be a far greater cost to the taxpayers than giving Amtrak the funds needed to successfully transition to self-sufficiency.

Literally, it will cost more money to put Amtrak out of business than to keep it in business.

REGARDING THE PEOPLE'S REPUBLIC OF CHINA

SPEECH OF

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 27, 1996

Mr. POMEROY. Mr. Speaker, I rise today in opposition to House Resolution 461, a measure to revoke most-favored-nation [MFN] trade status for the People's Republic of China.

Mr. Speaker, I could not more strongly agree with the objectives of the sponsors of this resolution, but I disagree with the means they propose to achieve them. The vital United States interests at stake in our relationship with China are clear: to curb weapons proliferation, increase respect for human rights, protect our allies on Taiwan, promote fair trade practices, advance political reform, and reduce the United States trade deficit. However, revoking MFN, effectively terminating our economic relationship with China, advances none of these objectives and, in fact, seriously damages United States economic and security interests.

If the United States were to revoke MFN, the average tariff on Chinese imports would increase from 5 to 40 percent. The Chinese, of course, would respond in kind by erecting prohibitive tariffs on United States goods. The result would be not only a screeching, grinding halt to United States-China trade but also a deep freeze in Sino-American relations.

The choice facing the House today is whether to pursue United States interests in China through a policy of engagement or a policy of isolation. Our recent experience with Chinese behavior during a period of isolation from the world community should be instructive. Before the economic and diplomatic opening of the late 1970's, most of the current problems in the Sino-United States relationship were worse than they are today: the regime was more abusive of human rights, even less tolerant of dissent, more aggressive toward Taiwan and other neighbors, and more determined to oppose United States interests at every opportunity. The spotlight of international engagement has advanced, albeit haltingly, United States interests in China.

What are the consequences of revoking MFN? Without question, revoking MFN would damage the Chinese economy, but what effect would it have on our own economy? With regard to agriculture, I can tell you that this resolution of disapproval is one of the most im-

portant pieces of farm legislation that Congress will consider this year.

We must promote American agriculture through increasing world food demand and exports. China represents a perfect example of a growing market hungry for quality American food products. As the Chinese diet continues to improve they will demand high-value agricultural products like meats, fruits, and vegetables—commodities American producers are eager to export.

United States agricultural exports to China reached record levels again last year with nearly \$2.6 billion in total sales. The USDA projects 1996 exports to reach \$2.9 billion. Included in the 1995 export total is over \$500 million in wheat, a 200-percent increase over 1994. Agriculture exports not only benefit farmers but also support the schools, hospitals, and small businesses that are the backbone of rural communities in North Dakota and across the country.

The Congressional Research Service has estimated that without MFN and the ability to export wheat to China, wheat prices will fall by 23 cents per bushel by 1998. That price drop translates into a \$10,000 hit to the average North Dakota wheat farm. Once that market is lost American producers may never have the opportunity to reclaim it as other suppliers would certainly move in to fill the void. Why would we now want to shut off our farmers from the world's largest market? Disapproving MFN strikes at the heart of rural America and the American farmer.

Extending MFN to China serves the economic and security interests of the United States. I urge my colleagues to oppose the resolution of disapproval.

HONORING THE 50TH ANNIVERSARY OF THE SISTERS OF MERCY ON GUAM

HON. ROBERT A. UNDERWOOD

OF GUAM

IN THE HOUSE OF REPRESENTATIVES

Monday, July 8, 1996

Mr. UNDERWOOD. Mr. Speaker, with honor and appreciation, I commend the Sisters of Mercy of North Carolina in Guam on their 50th anniversary of dedicated and loving service to the people of Guam and the Northern Marianas. The renown of the Sisters of Mercy reaches beyond their reputation as teachers and school administrators on Guam, Saipan, and Rota. Today, their esteemed standing in their Mariana Islands can also be attributed to the quality of performance exemplified in their pastoral, family, youth, and health-care ministries.

The Catholic school system envisioned by His Excellency, the late Apollinaris W. Baumgartner, bishop of Guam, has flourished strikingly since its establishment in the years following World War II, and in these efforts to better the educational upbringing of Guam's children, the Sisters of Mercy have played a prominent role. Since the establishment of the Academy of Our Lady in 1994 by Sister Mary Inez, R.S.M.—my aunt Mary Essie Underwood—the list of Mercy-run schools has expanded to include Bishop Baumgartner Memorial School, in Santa Barbara School, St.