

In 1992 we passed legislation to address this situation.

However, due to shortcomings in this law, DOT has yet to make effective a final rule implementing it. Hence, the need for this legislation.

The pending bill would facilitate the implementation of the 1992 act by, first allowing the shipper certification of the weight of intermodal containers to be incorporated into shipping papers or transmitted in electronic form.

If the certification is not made, or is incorrect, the shipper is liable for any violations which may occur of our highway weight laws.

And second, this bill sets the weight threshold for container certification at 29,001 pounds. It is my understanding from both DOT and industry that this is a more appropriate threshold than what is in current law.

With that stated, I urge the adoption of the pending measure.

Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota [Mr. OBERSTAR].

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I also want to commend the gentleman from Pennsylvania [Mr. SHUSTER], our full committee chairman, and the gentleman from Wisconsin [Mr. PETRI], chairman of the Subcommittee on Surface Transportation, for the work that they have done to bring this legislation to this point.

Mr. Speaker, I also commend the gentleman from West Virginia [Mr. RAHALL], on our side, who has devoted a great deal of time and energy to resolving a very puzzling and complex problem; one that on the surface would seem to be amenable to ready resolution.

In 1992, when we passed the Intermodal Safe Container Transportation Act, we thought that the legislation had corrected the problems. A broad consensus of transportation interests got together to support this legislation to encourage compliance with U.S. highway weight limits by ensuring that the party that first tendered cargo for intermodal shipment would be responsible for verifying the weight of that intermodal container and for providing appropriate documentation.

Unfortunately, DOT could not write regulations to make the law work. Try as they might, there was a combination of problems, conflicting interests, difficulty in writing appropriate language, to prevent the issuance of those regulations. So when I say it took a great deal of effort on the part of the leadership of the subcommittee to work this out, it certainly did. It was a matter that the Department itself, with all of their staffing, could not resolve.

So the parties went back to the drawing board, they reached agreement on a measure that the gentleman from West Virginia [Mr. RAHALL] has, I think, quite adequately described.

In 1989, the Federal Highway Administration estimated that some 1 million

containers moving through U.S. ports over a 1-year period would likely cause highway weight violations based on most commonly used truck configurations. Some 40 percent of the 20-foot containers would potentially cause overweight trucks; 17 percent of 40-foot containers were more than 10,000 pounds over the cargo weight.

Truckers should not have to bear that responsibility. Goods should not have to be impeded in their movement to marketplace, and bridges should not have to be encumbered and highways should not have to accept that additional pounding due to our ocean shipping interests.

So the legislation we have today will provide workable tools to allow carriers to comply with highway weight limitations and improve enforcement by ensuring that the one responsible, the party that loads the container, is the one liable if a subsequent violation occurs.

Mr. Speaker, that is what we bring to the House today. I want to thank the gentleman from West Virginia for the splendid effort that he has invested in bringing this issue to resolution, and again to our full committee chairmen for resolving the matter.

Mr. RAHALL. Mr. Speaker, I yield back the balance of my time.

Mr. PETRI. Mr. Speaker, I rise in support of H.R. 4040, the Intermodal Safe Container Act Amendments of 1996.

I want to thank my colleagues BUD SHUSTER, SUSAN MOLINARI, and HOWARD COBLE, and my Democratic colleagues JAMES OBERSTAR, NICK RAHALL, BOB WISE, and BOB CLEMENT, for their cooperation in swiftly moving this legislation.

This legislation corrects several problems in the 1992 Intermodal Safe Container Act which sets standards for the intermodal transfer of freight containers between ocean shipping lines, railroads, and motor carriers so that no trucks hauling containers are overweight. The 1992 act has been delayed by DOT only until January 1, 1997.

A coalition of ocean carriers, railroads, motor carriers, and freight shippers recommended changes to the 1992 act, since these problems could not be corrected by DOT. DOT supports these changes. These recommendations are the basis of this legislation.

This bill encourages compliance with highway weight rules. It clearly establishes that shippers must provide a certification that identifies the weight and contents of the container. If this certification is not made or is incorrect, the shippers are automatically liable for any resultant highway weight violations.

The Act speeds shipments by permitting all carriers to use electronic certifications and reduces paperwork by permitting a bill of lading to be used as the certification.

The weight threshold for a container certification has been set at 29,001 pounds. This reduces the burden of complying with the act, but still ensures that all containers likely to cause overweight violations will be identified.

Finally, it provides a phase-in for carriers to adapt to the new requirements.

I urge my colleagues to support the bill.

Mr. SHUSTER. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania [Mr. SHUSTER] that the House suspend the rules and pass the bill, H.R. 4040.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

SMITHSONIAN INSTITUTION NATIONAL AIR AND SPACE MUSEUM DULLES CENTER

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 1995) to authorize construction of the Smithsonian Institution National Air and Space Museum Dulles Center at Washington Dulles International Airport, and for other purposes.

The Clerk read as follows:

S. 1995

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. CONSTRUCTION OF MUSEUM CENTER.

The Board of Regents of the Smithsonian Institution is authorized to construct the Smithsonian Institution National Air and Space Museum Dulles Center at Washington Dulles International Airport.

SEC. 2. LIMITATION ON USE OF FUNDS.

No appropriated funds may be used to pay any expense of the construction authorized by section 1.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania [Mr. SHUSTER] and the gentleman from Ohio [Mr. TRAFICANT] each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania [Mr. SHUSTER].

Mr. SHUSTER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this legislation authorizes the construction of the Smithsonian National Air and Space Museum extension at Dulles Airport. To date, \$8 million had been authorized in appropriations for planning and design of this project. The construction of this facility will allow airplane, spacecraft, and aviation-related equipment currently stored outdoors to be safely housed in structures which meet museum standards, as well as create a restoration facility capable of handling the largest artifacts in the collection.

Mr. Speaker, these include such aircraft as the B-29 *Enola Gay*, the space shuttle *Enterprise*, and the SR-71 Blackbird. A request for \$5 million is included in the fiscally year 1997 budget to continue funding through the design development phase and begin the construction documents phase.

The final \$2 million authorized will be requested in fiscal year 1998 to complete the construction documents for the building.

Mr. Speaker, it is important to emphasize that no Federal funds will be made available for the construction

phase of the project. The Smithsonian Institution will be responsible for privately raising funds to pay for the construction. Also, the Commonwealth of Virginia has pledged to provide infrastructure support, which includes a \$3 million interest-free loan, a \$6 million construction appropriation, and authority for a \$100 million bond issue.

It is a good bill, Mr. Speaker, and I urge its adoption.

Mr. Speaker, I reserve the balance of my time.

Mr. TRAFICANT. Mr. Speaker, I yield such time as he may consume to the gentleman from Minnesota [Mr. OBERSTAR], our ranking Democrat member of the Committee on Transportation and Infrastructure.

Mr. OBERSTAR. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, this is a really exciting initiative, the National Air and Space Museum to be developed at Dulles Airport. It is under the leadership of a truly great leader in aviation, former Adm. Don Engen, former administrator of the Federal Aviation Administration and former Member of the National Transportation Safety Board.

He is in charge of the fund-raising and of the organization and development of this project and has already launched a very significant nationwide effort, working very hard to raise the private sector funds which, as the gentleman from Pennsylvania [Mr. SHUSTER] indicated, will be entirely constructed with private sector funds.

It is going to be a true monument to aviation, to aviation technology, and I am very pleased that the committee has moved this legislation to make the extension facility possible. It is really an extension of the Smithsonian, but at a place that makes sense: Out at one of the Nation's premier airports, and an international airport; one of advanced design at that, where we can put on display this leadership that the United States has demonstrated throughout decades in the field of aviation.

Mr. Speaker, I urge the passage of this legislation.

Mr. TRAFICANT. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, no Federal funds will be used for the construction of this project. In addition, the State of Virginia will be contributing to infrastructure construction and access roads. Finally, the board of regents of the Smithsonian have committed to an aggressive fund-raising program for the remainder of these necessary funds, and would make the University of Nebraska football program look meager in its wake.

Mr. Speaker, we have no other requests for time. We support this legislation. We commend the gentleman from Pennsylvania [Mr. SHUSTER] here at the end of our session for all the fine work he has done, and the gentleman from Maryland [Mr. GILCHREST] and staff as well.

Mr. Speaker, I yield back the balance of my time.

Mr. WOLF. Mr. Speaker, it is my pleasure today to rise in support of legislation to authorize the Board of Regents of the Smithsonian Institution to construct the National Air and Space Museum extension at Washington Dulles International Airport, and I want to thank all those members and individuals who have been so helpful in moving this legislation to the House floor. I especially want to thank Chairman SHUSTER of the House Transportation and Infrastructure Committee for his help.

S. 1995, introduced in the Senate by my Virginia colleague Senator JOHN WARNER, authorizes the Smithsonian to build a much-needed extension of the Air and Space Museum. The existing Air and Space Museum on the Mall is simply too small and inadequate to meet existing needs. Currently there is no storage space for large artifacts, making the safe preservation of these large artifacts quite impracticable. Furthermore, due to current space limitations at the Mall museum, only about 20 percent of the Nation's air and space collection is on public display.

Clearly, the extension of the Air and Space Museum at Washington Dulles International Airport will help to correct this problem. It will allow the Smithsonian to place on display historic and magnificent artifacts such as the *Enola Gay*, the SR-7 *Blackbird* spy plane, the space shuttle *Enterprise*, and many others. These planes and spaceships currently sit in warehouses away from public view and are improperly maintained because there is no room for these large artifacts at the Mall museum. This deprives the public of the opportunity to experience some of the most fascinating testaments to our Nation's creative genius in civil, military, and space flight.

The Air and Space extension will provide the space and facilities needed to display these artifacts and allow them to be enjoyed by people from all around the world. The Air and Space Museum is the most popular of the Smithsonian's museums and the extension is expected to draw over 3 million visitors per year.

In 1993 the Smithsonian Institution was first authorized to plan and design an Air and Space Museum extension at Washington Dulles International Airport and I was pleased to support this effort. In fiscal year 1996, Congress and the Commonwealth of Virginia in partnership provided funding for planning and design work on the extension. It is important to note that Congress has made it clear that no Federal funds are to be made available for the construction portion of the project. Instead, the Smithsonian Institution is responsible for raising private funds for the construction of the extension.

S. 1995 furthers the efforts already underway by authorizing the Board of Regents of the Smithsonian Institution to construct the museum extension while also making clear that no appropriated funds are to be used to pay any expense of the construction of this facility. Retired Adm. Donald Engen is the new director of the Air and Space Museum and I am pleased that the museum is headed by such an enthusiastic and able director. Admiral Engen has stated that his No. 1 priority is to wage a national campaign to raise adequate funding for construction and this goal will be accomplished more effectively once

Congress has clearly authorized this construction.

Mr. Speaker, the museum extension will significantly increase the amount of our air and space collection on public display, provide safe and climate-controlled storage facilities, and establish a restoration facility capable of handling the largest artifacts in the collection in full view of visitors. All of this will be accomplished with no Federal funds being used for the construction of the extension. I urge passage of S. 1995 and yield back the balance of my time.

Mr. GILCHREST. Mr. Speaker, I rise in support of S. 1995, a bill to authorize construction of the Smithsonian Institution National Air and Space Museum Dulles Center at Washington Dulles International Airport.

This bill authorizes the Board of Regents of the Smithsonian Institution to construct an extension to the Air and Space Museum currently located on the Washington Mall, on a 185 acre site in the Dulles Airport complex in Virginia.

The new facility will permit airplanes, spacecraft, and aviation related artifacts currently stored outdoors to be housed in structures built to museum standards; and provide improved facilities to house the aviation artifacts which are currently stored at the outdated Paul E. Garber facility in Suitland, MD. In addition, the extension will provide a restoration facility capable of handling the largest artifacts in the collection, such as the space shuttle *Enterprise* and the historic *Enola Gay* B-29 bomber, for public viewing.

The measure ensures that no appropriated funds will be used to pay any expense of the construction. The Smithsonian Institution is responsible for privately raising funds for the project and the Commonwealth of Virginia has pledged to provide infrastructure support in the amount of \$40 million, a \$3 million interest free loan, a \$6 million construction appropriation, and authority for a \$100 million bond issue.

The bill has bipartisan support and I wish to thank my colleagues on both sides of the aisle for their assistance in bringing this measure to the floor.

I urge my colleagues to support this bill.

Mr. DAVIS. Mr. Speaker, I rise in support of S. 1995 which authorizes construction of the Smithsonian Institute's Air and Space Museum Extension at Washington Dulles International Airport.

Since 1983 the Smithsonian has been looking to build an Air and Space extension large enough to properly display many aviation artifacts that there is no room for at the museum on the Mall. Few people realize that only 20 percent of the museum's collection is on display at the Air and Space Museum. Right now, the Space Shuttle *Enterprise*, a B-17 *Flying Fortress*, and an SR-71 *Blackbird* among others, are collecting dust in hangers at Dulles Airport, because there is no room at the Air and Space Museum. Only the nose section of the *Enola Gay* could be displayed at the Smithsonian's commemoration of the dropping of the atomic bomb, because the museum does not have room to display the entire refurbished aircraft. There are a number of historically important aircraft, such as a Lockheed Constellation, sitting outside exposed to the weather, because there is no space to store or display them. This new extension will accommodate these historic air and spacecraft.

S. 1995 authorizes the board of regents of the Smithsonian Institution to construct a museum extension at Dulles Airport. This legislation makes it clear that no Federal funds will be appropriated to pay for any expense associated with construction of this facility. The Air and Space Museum has already begun the process of raising private funds for construction, and I understand that new Air and Space Museum Director Donald Engen has set raising funds to build the extension as a top priority. The Commonwealth of Virginia also stands firmly behind its commitment to bringing this national educational facility to reality with a \$3 million interest free loan, a \$6 million design and construction grant, and authority for up to \$100 million in bonds.

It has been 13 years since the Air and Space Museum Extension was proposed, in that time the Smithsonian's Air and Space Museum has become the most visited museum in the world. This bill is noncontroversial. It requires no expenditure of Federal funds, in fact, the bill explicitly states that no Federal funds will be used. It passed the Senate by voice vote. Lets pass this bill and get on with expanding this enormously popular museum that celebrates America's love of aviation.

In closing, I want to thank Chairman GILCHREST for his tremendous efforts in bringing this legislation to the floor so quickly.

Mr. SHUSTER. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania [Mr. SHUSTER] that the House suspend the rules and pass the Senate bill, S. 1995.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the Senate bill was passed.

A motion to reconsider was laid on the table.

MARK O. HATFIELD UNITED STATES COURTHOUSE

Mr. SHUSTER. Mr. Speaker, I move to suspend the rules and pass the Senate bill (S. 1636) to designate the U.S. Courthouse under construction at 1030 Southwest 3rd Avenue, Portland, OR, as the Mark O. Hatfield United States Courthouse, and for other purposes.

The Clerk read as follows:

S. 1636

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. DESIGNATION OF MARK O. HATFIELD UNITED STATES COURTHOUSE.

The United States Courthouse under construction at 1030 Southwest 3rd Avenue in Portland, Oregon, shall be known and designated as the "Mark O. Hatfield United States Courthouse".

SEC. 2. REFERENCES.

Any reference in a law, map, regulation, document, paper, or other record of the United States to the courthouse referred to in section 1 shall be deemed to be a reference to the "Mark O. Hatfield United States Courthouse".

SEC. 3. EXTENSION OF FDR MEMORIAL MEMBER TERMS.

The first section of the Act entitled "An Act to establish a commission to formulate

plans for a memorial to Franklin Delano Roosevelt", approved August 11, 1955 (69 Stat. 694) is amended by adding at the end thereof the following: "A Commissioner who ceases to be a Member of the Senate or the House of Representatives may, with the approval of the appointing authority, continue to serve as a Commissioner for a period of up to one year after he or she ceases to be a Member of the Senate or the House of Representatives."

SEC. 4. EFFECTIVE DATE.

This Act shall take effect on January 3, 1997.

The SPEAKER pro tempore (Mr. BEREUTER). Pursuant to the rule, the gentleman from Pennsylvania [Mr. SHUSTER] and the gentleman from Ohio [Mr. TRAFICANT] each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania [Mr. SHUSTER].

Mr. SHUSTER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this legislation designates the U.S. Courthouse under construction in Portland, OR as the Mark O. Hatfield United States Courthouse.

I strongly support this legislation in honor of an outstanding U.S. Senator who is retiring at end of the 104th Congress. Senator HATFIELD served his country during World War II in the U.S. Navy where he commanded landing crafts at both Iwo Jima and Okinawa. Following the war, Senator HATFIELD attended Stanford University. He became associate professor and dean of students at Willamette University.

He began his political career in 1950 serving in the State legislature, then as Oregon's Governor, and finally he has diligently served as a U.S. Senator for 30 years. Senator HATFIELD is well known for his impeccable character and integrity.

He has gained respect from both sides of the aisle for his leadership, and he has brought people together for what he believed to be right rather than what was popular at the time. This legislation is a fitting tribute to an outstanding public servant. I urge my colleagues to support the legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. TRAFICANT. Mr. Speaker, I yield such time as he may consume to the distinguished gentleman from Minnesota [Mr. OBERSTAR].

Mr. OBERSTAR. Mr. Speaker, I join in supporting this legislation, a fitting and appropriate tribute to one of the most decent people ever to serve in the U.S. Senate, MARK HATFIELD. A student, practitioner of the legislative art and science, a teacher of public service throughout his public life, a person whose personal life has mirrored his public life of integrity, honesty and decency, he has championed conservation and environmental causes, supported and protected our national forests and parks.

He has called for reform in our health care system. Years ago I remember him very distinctly as an advocate for nuclear arms control. There are few people who cross our paths in public life

who have, who display that kind of broad concern, genuine, deep humanitarian, felt concern and exemplify it in their public practice and in their personal life.

To name a building in honor of such a Member reflects credit not only on him, on the people of Oregon who elected him, but on the entire U.S. Congress.

Mr. TRAFICANT. Mr. Speaker, I yield such time as he may consume to the gentleman from Oregon, Mr. BLUMENAUER, who replaced RON WYDEN, now serving in the U.S. Senate. He is a dynamic young man.

Mr. BLUMENAUER. Mr. Speaker, I thank the gentleman for yielding me the time.

Before us today is a measure that means a great deal to us in Oregon, naming the new courthouse after Senator HATFIELD. I know it is not going to be the last memorial as tribute to Oregon's senior Senator but in many ways it will be the most fitting. I wholeheartedly support this measure.

In Oregon we have had a tradition of accepting unique elected officials to Congress and the U.S. Senate, men and women who have been known to take their stand, demonstrating a pioneering spirit which we think defines Oregon today.

For more than a generation, MARK HATFIELD has been a living exemplar of that tradition. Whether the topic under discussion was the war in Vietnam, when he was the only Governor in the United States who was willing to stand up and raise questions about our policy, to being the only member of his party who was willing to stand up and raise questions about the wisdom of a balanced budget amendment, he has proven time and time again his courage, his independence, and I would say, his vision.

He is a man of vision, insight, compassion, and consensus, as the chairman mentioned. The word "mentor" is overused today, and it would be presumptuous on my part to suggest that Senator HATFIELD was my mentor, but he was an inspiration. He has been a friend, and I have been honored to have had an opportunity to be a part of the Oregon delegation, to be a colleague with him at least for these few months. We, in Oregon, are a little apprehensive to lose such a trusted leader, but we are hopeful that his legacy for a generation of people in Oregon, inspired by his example to enter government service, will be found walking through the doors of this courthouse. I hope that their decisions will be marked by the wisdom and courage of this great Oregonian, this great Senator, this great American.

Mr. TRAFICANT. Mr. Speaker, I yield myself such time as I may consume.

It is an honor to support the bill and to acknowledge the career of MARK HATFIELD, the many accomplishments.

Mr. Speaker, S. 1636 is a bill to designate the courthouse under construction in Portland,