

allocations to the House Committee on Appropriations to reflect \$1,881,000,000 in additional new budget authority and \$1,806,000,000 in additional outlays for designated emergency spending. In addition, the outlay effect of the fiscal year 1999 budget authority of H.R. 1141 will result in additional outlays of \$5,452,000,000 for fiscal year 2000. The rescission of funds previously appropriated for arrearages will result in \$2,000,000 less in outlays for fiscal year 2000. Overall, the allocation to the Appropriations Committee will increase to \$538,152,000,000 in budget authority and \$578,201,000,000 in outlays for fiscal year 2000.

The House Committee on Appropriations submitted the report for H.R. 1141, the conference report to accompany the Emergency Supplemental Appropriations and Rescissions Act for fiscal year 1999, which includes \$12,757,000,000 in budget authority and \$3,580,000,000 in outlays for fiscal year 1999 designated defense and non-defense emergency spending. H.R. 1141 includes \$1,881,000,000 in budget authority and \$7,256,000,000 in outlays for fiscal year 2000 designated emergency spending.

These adjustments shall apply while the legislation is under consideration and shall take effect upon final enactment of the legislation. Questions may be directed to Art Sauer or Jim Bates at x6-7270.

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Connecticut (Ms. DELAUR) is recognized for 5 minutes.

(Ms. DELAUR) addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

HOW LONG MUST BOMBINGS IN YUGOSLAVIA CONTINUE?

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Kentucky (Mr. WHITFIELD) is recognized for 5 minutes.

Mr. WHITFIELD. Mr. Speaker, how long must the bombings in Yugoslavia continue? NATO has been bombing now for over 54 days. For what purpose? Why?

The President, Vice President, and Secretary of State's stated policy was to stop the ethnic cleansing of Kosovo Albanians. They said they must act to forestall a new round of ethnic cleansing by Mr. Milosevic. That was the reason the bombings started. But the policy has failed. The bombings have not worked.

Today there are nearly 800,000 refugees in Macedonia, another 500,000 internally displaced within Kosovo, thousands have been murdered, Macedonia has been destabilized, and our foreign relations with Russia and China are severely strained.

Furthermore, in today's Washington Post it was written that in Latin America, Asia, Africa, the Middle East, and other regions with little direct interest in the conflict, opposition to the bombings is surfacing in statements by elected officials, in newspaper editorials of the opinion polls, and by public protest.

From a policy point, it is difficult to imagine how the situation could be

much worse than it is today. Clinton administration spokesmen and women have criticized Milosevic forces for killing innocent civilians, and rightfully so, because Serb forces have killed innocent civilians. However, our bombings have killed and may be killing innocent civilians in Yugoslavia today.

Mr. Milosevic's forces have destroyed much of the infrastructure in Kosovo. That is true. However, our bombings are destroying the infrastructure in Yugoslavia today. So today we have death, refugees, displaced persons, pain and suffering among the Kosovo Albanians, but we also have death, refugees, displaced persons, and pain and suffering among the Serbs of Yugoslavia today.

As Mr. Michael Dobbs wrote in Sunday's Washington Post, this administration's oversimplistic comparison between Kosovo and Bosnia and Mr. Milosevic and Hitler has helped transform what would otherwise have been a Balkan crisis into a global crisis, the ramifications of which are being felt not only in Yugoslavia, not only in Kosovo, but throughout the entire world.

I would say to the President, what does he want? The Yugoslav Government said today it is open to peace proposals by the G-8 foreign ministers for ending the crisis over Kosovo. How many more bombs must be dropped and how many more deaths must be brought before we admit this policy has not worked?

I would say to the President, stop the bombings, give negotiations an opportunity to work. How long must the bombings in Yugoslavia continue?

NATIONAL TRANSPORTATION WEEK

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Maryland (Mr. CUMMINGS) is recognized for 5 minutes.

Mr. CUMMINGS. Mr. Speaker, May 16 to 21 is National Transportation Week. During National Transportation Week, I will honor the many accomplishments of the Department of Transportation and our dedicated transportation workers. I will highlight the human factors, the technology, education, and safety accomplishments that make our transportation system one of the best in the world.

Usually when we discuss transportation we comment on the aspects of the industry, such as highways, airplanes, and railroads. But what about the people? The people are the element that make transportation work and have firmly established the United States transportation system as one of the safest and most efficient in the world.

The bus drivers, the airline pilots, ships' captains, locomotive engineers, air traffic controllers, and truck drivers, to name just a few, function in a

fast-paced dynamic environment that requires skill and talent to build, operate and maintain.

And so, it is today that we pause to thank those persons who rise every day to carry out the mission of providing all Americans with the freedom of movement, a very basic freedom which is often taken for granted: Transporting children to schools, workers to work, vacationers to various leisure locations all over the country.

Simply stated, we thank our transportation workers for bringing life to life. We know that guaranteeing an efficient transportation system requires the best and brightest in our transportation workforce. While new technologies are expanding career opportunities in the transportation industry, much of the seasoned transportation workforce is retiring.

In 1997, the Department of Transportation launched an innovative program to combat this problem. Spearheaded by Secretary Rodney Slater, the Garrett A. Morgan Technology and Transportation Futures Program is a national education program designed to reach and challenge one million students of all ages to focus on their math, science, and technology skills.

The Department's program was named after Garrett A. Morgan, an African-American entrepreneur who invented the automated gas mask and traffic signal, a device that for more than 75 years remains the primary safety tool for managing automobile traffic. Despite his economically poor background and lack of education, his lifetime of achievement is a model of dedication to public service, public safety, and technology innovation.

The Garrett A. Morgan program builds a foundation for success in the twenty-first century transportation industry. Designing and implementing satellite navigation and positioning devices, intermodal transportation facilities, advanced highway construction, magnetic levitation technology, and "smart growth" community planning are but a few of the critical needs for transportation and global engagement in the new millennium.

In unveiling the program, Secretary Slater stated, "We want to inspire students to choose careers in transportation so that this Nation will have the skilled workforce needed to operate and maintain the world's best transportation system."

I urge my colleagues to salute the transportation workforce for what they do every day and for the service they will provide in the future.

RETIREMENT SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. PORTMAN) is recognized for 5 minutes.

Mr. PORTMAN. Mr. Speaker, I am here tonight to talk about retirement security.

With Americans living longer and 76 million baby-boomers soon to begin

their retirement years, solving Social Security's fiscal problems has to be and should be a top priority of this Congress. And I think it is. I think it is a top priority of the President, as well. I encourage that, and I hope that we come up with a Social Security solution even this year.

But we also have to realize that Social Security is not going to solve all of our retirement security problems. Social Security was never meant to handle all the retirement needs of Americans and, in fact, for most Americans it does not. Rather, it is just one leg of a three-legged stool that people rely on in their retirement.

As my colleagues can see from this chart here, Social Security, employer provided pensions, and personal savings is the three-legged stool that Americans rely on for their retirement. This is a critical issue for all Americans, by the way, not just those Americans who are in retirement but those approaching those retirement years.

We must move forward with policies that make a real difference in terms of providing overall retirement security for all Americans. It will mean for many Americans the difference between mere subsistence or even poverty in retirement, on the one hand, and real prosperity and a comfortable retirement, on the other hand.

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I am going to talk tonight about this leg of the retirement stool called employer-provided pensions. This is 401(k) plans, it is 457 plans, 403(b) plans and other defined contribution plans. It is also the defined benefit plans, profit sharing plans and so on. Pension savings are already, as this chart shows, an important part of Americans' retirement security, but not all is well with our pension program today. Only half of all Americans, for example, even have a pension today.

What really concerns me as we look from 1983 until 1993 where we should have made a lot of progress in this area, we have roughly stayed the same. Only half of Americans today in the workforce have any kind of pension at all. That is anything, a 401(k), a simple plan, a profit sharing plan, anything. To me that is a major problem, one that we should address here in the United States Congress, who want to give Americans more access to a comfortable retirement.

This means, by the way, that about 60 million Americans have no pension, no private retirement savings through their employer. It is even worse than that really because when we look at so many of the jobs that are being created in our economy today, it is in the smaller businesses. This chart shows that among smaller companies, the percentage of companies that offer any kind of a pension is even smaller. These two blocks together would be all companies of 25 or fewer employees. This shows that only 19 percent of them on average offer any kind of a

pension plan at all. Those people who work in smaller businesses again where most of our jobs are being created in our economy even have a lower possibility of having any kind of retirement savings through their employer.

This is all happening, incidentally, at a time when savings in our country is at an all-time low. The pension plans around the country would normally be contributing to higher savings but they simply are not as accessible as they should be. This shows the U.S. personal savings over time starting with 1935. Actually today we are at the lowest level at least since the Great Depression. Some economists think we are at our lowest savings rate ever. That is another reason we need to reform our pension laws, because pensions again are a major part of retirement savings but also of our overall savings in this country which is so important. We have a plan to try to change this.

I have come up with this plan with the gentleman from Maryland (Mr. CARDIN) who is also with us tonight. What this will do is it will provide for an increase in contribution levels and compensation levels and in benefit limits for all employees. It enables us, in other words, to let people save a lot more for their own retirement. It also takes out a lot of the well meaning but very restrictive rules and regulations that have come in place with our pension policy.

Mr. CARDIN. Mr. Speaker, will the gentleman yield?

Mr. PORTMAN. I yield to the gentleman from Maryland.

Mr. CARDIN. First let me thank the gentleman from Ohio for taking this time. I know we do not have much time tonight. The point that he makes which is so important that, yes, we need to resolve Social Security, that is very important. But we also need to deal with private retirement in our community. I congratulate the gentleman on the work on the legislation that he introduced. His point is so well taken, that we have to make it easier for small business to provide employer-sponsored retirement plans for their employees. We have to increase the limits, not reduce, in which people can put away for their personal retirement.

We must make it easier for portability in today's market where people change jobs to be able to combine their pension plans to make it easier for them. We have got to remove a lot of these complexities that we have put in the law that are preventing employers from even having pension plans to help their employees. I just really wanted to emphasize the point that he was making that we need to act in this Congress on private retirement as well as Social Security.

Mr. PORTMAN. I thank the gentleman very much.

RETIREMENT SECURITY

The SPEAKER pro tempore (Mr. SHIMKUS). Under a previous order of the

House, the gentleman from Maryland (Mr. CARDIN) is recognized for 5 minutes.

Mr. CARDIN. Mr. Speaker, I yield to the gentleman from Ohio.

Mr. PORTMAN. I thank my colleague from Maryland for yielding. We have been laboring at this for a couple of years now. We have worked with a lot of different groups around the country who are concerned with people being able to have a secure retirement. This includes incidentally for this proposal we are talking about tonight the Chamber of Commerce of the United States, as well as the AFL-CIO. To have that kind of a broad cross-section on any legislation around here is rather unusual. Why are all these groups supporting this proposal? For one very simple reason. They all have people they are representing who want to provide retirement security for workers. This proposal is common sense changes, as the gentleman from Maryland said, to permit, for example, portability where you can be able to take your pension from job to job, responding to the increasingly mobile workforce out there. It also again goes into the pension rules and regulations which have become so burdensome that many small employers simply will not offer a plan at all. It cuts down on those rules and regulations to the point that smaller businesses are now going to be able to get into this business. It also cuts down some of the liability for our smaller businesses. Finally, very important, as the gentleman from Maryland said, it has the ability for people to save more for their own retirement. One that I particularly like that the gentleman from Maryland is very supportive of is the catch-up provision, for people who are over 50 years old coming back into the workforce. This would be a lot of working moms who stayed home to take care of kids and are now coming back into the workforce, we allow them to contribute an additional \$5,000 a year to their retirement plan. This will help a lot of people to be able to build up that nest egg that is necessary for retirement.

Mr. CARDIN. Let me just if I might in concluding, it is important for us to act on private retirement for many reasons. One is that yes, we are very pleased with the growth of our economy. We are projecting budget surpluses. We have low rates of inflation, low unemployment rates. We are very pleased by the signs that we see in our economy. But there is one statistic that the gentleman from Ohio pointed out which is not good for our future and, that is, the amount of savings that we have as a Nation. Among the industrial nations, we rank near the bottom on the amount that we save on a per capita basis. The chart that the gentleman used earlier showed that we are actually saving less today than we did 10 years ago. We should be saving more, particularly when we look at how strong our economy is. We need to