

worked tirelessly to recruit and support progressive woman candidates who run for public office. She serves on the national board of the National Organization of Women Legal Defense and Education Fund, and she is a Board Member and former officer of Bet Tzedek Legal Services.

Her interest in improving her community has led her to give generously of her time, energy and skills to numerous boards and commissions including the Industry Policy Committee of the United States Department of Commerce and the Recreation and Parks Commission of the City of Los Angeles. She is also a Trustee of Pitzer College.

Supported by her husband, Ron Rogers, Lisa has been a great force for good in her chosen profession and in her community. We are extremely proud of her many accomplishments and ask our colleagues with great pleasure to join us and the American Jewish Committee in paying tribute to a remarkable person and a wonderful friend, Lisa Specht.

TRIBUTE TO CAPTAIN
CHRISTOPHER H. RISING

HON. CAROLYN MCCARTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mrs. MCCARTHY of New York. Mr. Speaker, I rise today to recognize the outstanding career of one of the New York City's finest, Christopher H. Rising, who today is being sworn in as Captain for the New York Police Department. For the past 15 years, Captain Rising has not only had a distinguished career with the New York Police Department, but has also been an outstanding leader on Long Island.

As a life long resident of Long Island, Captain Rising began his career before earning his degree from St. John's University. Never one to be satisfied with almost, Captain Rising finished his degree at night. After his graduation, he decided to pursue a law degree as well. Captain Rising spent four long years attending St. John's University Law School at night, while continuing to meet all of his responsibilities as a police officer during the day. To his credit and endurance, he not only earned the Juris doctorate, but he did so with honors.

A dedicated family man to his wife, Trish, and their daughter Kaitlin, Captain Rising balances his life with his two loves—his family and his career.

Which is why I would like to thank Captain Rising for his dedication to the people of New York. New Yorker's like him make all of us proud.

IN MEMORY OF THE LATE GEORGE
WHITNEY

HON. GARY G. MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. GARY MILLER of California. Mr. Speaker, today I note with great sadness the passing of Mr. George Whitney, one of the great community leaders of Upland, California.

Mr. Whitney unselfishly dedicated his life to improve the lives of others. He was a founding trustee of Pitzer College of the Claremont Colleges. He served Good Samaritan Hospital, the California Historical Society, the Southwest Museum, and the I.N. and Susanna H. Van Nuys Foundation. He also served as president of the Friends of the Huntington Library and the Zamorano Club.

An Upland pioneer, Mr. Whitney moved to the city as a toddler in 1916 and lived there until his passing in January. During that time, the San Gabriel Valley experiencing an unprecedented amount of growth. From 1951 until 1963, Mr. Whitney headed the Upland Planning Commission that was responsible for designing the city's master plan. Because of his commitment to integrating the city's rich heritage with ample open space, Upland has maintained its rural atmosphere nestled at the base of the San Gabriel Mountains.

Mr. Speaker, Mr. Whitney inspired his children, his peers and all who knew him. With his passing, our community has lost a mentor, a great leader and a friend. God bless him and his family.

INTRODUCTION OF LEGISLATION
ON SHIP SCRAPPING

HON. PETER A. DeFAZIO

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. DeFAZIO. Mr. Speaker, I rise today to introduce legislation to address the pressing problem of how to safely dispose of the U.S. fleet of obsolete vessels which are threatening to pollute our nation's waterways. Currently, the U.S. Maritime Administration maintains a fleet of vessels located in waterways around the country that are designated for disposal. However, due to limitations under current law and concerns about the conditions under which these ships could be scrapped, these ships remain rotting at anchor with no easy disposal option in sight.

My legislation would authorize funding for a ship scrapping pilot program at the U.S. Maritime Administration (MARAD). The legislation would allow MARAD to pay qualifying U.S. shipyards to scrap its obsolete vessels.

Under current law, MARAD is required to make money off of its ship scrapping program. However, because of the considerable expense of scrapping vessels in the U.S., MARAD has had difficulty in selling its obsolete vessels to U.S. shipyards. Until 1994, MARAD sold most of its vessels designated for scrapping to overseas shipyards. Many of these ships ended up in shipyards in India where workers toiled in horrific conditions. A series of articles in the Baltimore Sun in December 1997 highlighted the environmental and worker safety hazards facing the workers who toiled on former U.S. government-owned ships in India.

Following the 1997 articles and under pressure from the Environmental Protection Agency and the U.S. Congress, MARAD stopped sending its obsolete vessels overseas. MARAD has not sold ships for scrapping overseas since 1994. However, there are few options in the U.S. for scrapping the obsolete ships.

Shipyards scrapping vessels in the U.S. must abide by U.S. labor and environmental

laws, making it a costly process. However, under MARAD's statutory mandate to maximize financial returns on its obsolete vessels, it must try to sell the ships for scrapping. Meanwhile, MARAD's vessels are in extremely poor condition and pose environmental risks because they contain hazardous substances such as PCBs and asbestos. A recent Department of Transportation Inspector General (IG) report cited these risks to illustrate why MARAD's ship scrapping program needs to be revamped. The IG report recommended changing the law requiring that MARAD maximize financial returns on the sale of its obsolete vessels.

"Environmental dangers associated with MARAD's old, deteriorating ships are very real and increasing daily," the IG report stated. "Some vessels have deteriorated to a point where a hammer can penetrate their hulls."

It's time to let go of the fantasy that the U.S. government can make money off of its obsolete ships. We should allow MARAD to pay shipyards to do the scrapping in a responsible and safe manner here in the U.S. By allowing MARAD to pay for ship scrapping, MARAD can reduce its inventory of obsolete ships and remove the threat these vessels pose to our waterways. In addition, paying shipyards to do the scrapping work will create secure well paid jobs in a domestic industry in need of new business.

And finally, allowing MARAD to pay for ship scrapping, may save money for the U.S. in the long run. In fiscal year 1999, it cost MARAD \$5.2 million to maintain its fleet of obsolete vessels. This is only the tip of the iceberg. With no solution for disposing of its ships in sight, MARAD's inventory will continue to grow. The inventory of obsolete vessels has almost doubled over the last two years. It now totals 110 vessels, with 88 designated for scrapping. The U.S. Navy expects to transfer 18 additional vessels to MARAD by the end of fiscal year 2001 alone. As these vessels continue to deteriorate the cost to keep them afloat rises. For example, in 1999, MARAD spent \$1 million for an emergency hull repair for one vessel alone.

My bill would establish a pilot program, similar to the one launched by the U.S. Navy, to pay qualified U.S. shipyards to scrap its vessels. The bill authorizes \$40 million over three years for the program.

The government's current options are to send its vessels to overseas shipyards where third world workers toil in unspeakable conditions, or leave them in U.S. harbors where they risk polluting our waters. Unfortunately, without financial incentives like those in my legislation, these ships are not going anywhere.

The federal government needs to take responsibility for the environmental hazards and safety risks posed by these vessels. My legislation is a step towards solving this problem.

INTRODUCTION OF THE WORKER
ECONOMIC OPPORTUNITY ACT:
PROTECTING THE DOT-COM
AMERICAN DREAM

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. CUNNINGHAM. Mr. Speaker, today I am honored to introduce the Worker Economic

Opportunity Act, the House companion identical to S. 2323 introduced in the other body by Senators MITCH MCCONNELL and CHRISTOPHER DODD.

This legislation, supported in the House and Senate, by Republicans and Democrats, with the involvement of the private sector and the Labor Department is being introduced for one reason: to protect the dot-com American Dream.

It will secure the opportunity for 65 million Americans, union and non-union, who are hourly and non-exempt employees to be awarded stock options and other equity arrangements, without fear that a "piece of the rock" will hurt their overtime pay or expose employers to bizarre and unintentional liability.

Recently, the Labor Department ruled that one part of one old, very important law—the Fair Labor Standards Act of 1938—effectively and quite unintentionally endangered the New Economy practice of awarding stock options to line employees.

The writers of that law never imagined that anyone but the most senior executives could be awarded stock options. Under the FLSA, profits from stock options would have to be taken into account when computing overtime, an impossible task that endangered both stock options and overtime pay for hourly workers.

But today, workers demand them. And employers are offering them.

The Sunday San Diego Union-Tribune, the Washington Times and Washington Post, the Wall Street Journal, and most every major metropolitan daily newspaper employment section is packed with job after job that offers stock options, stock options, stock options. That's good for workers, and good for America, and part of the dot-com American Dream.

This bill is straightforward. It exempts these stock options and equity-sharing benefits of the New Economy from affecting people's rightful overtime pay yesterday, today and tomorrow.

It's supported by Republicans and Democrats, the House and Senate, and the Administration, and the private-sector Coalition to Promote Employee Stock Ownership representing over 100 associations and employers.

PUBLIC RECOGNITION

I want to recognize and thank several Members and other individuals whose work on this has been so important.

On the Republican side, these members include Representatives STEVE KUYKENDALL, TOM DAVIS and DOUG OSE, and Workforce Protections Subcommittee Chairman CASS BALLENGER, the gentleman from North Carolina, whose panel has jurisdiction over this issue.

On the Democratic side, these members include Representatives JIM MORAN, CAL DOOLEY, ANNA ESHOO, TIM ROEMER, and many others.

The Senate has been a strong partner, side by side working together with us in the interests of American workers. I want to commend the Labor Department, including Secretary Alexis Herman, and Mr. Earl Gohl in the office of the Secretary, for their conscientious hard work. Lastly, I want to express my appreciation to the over 100 trade associations and employers who participated in the private-sector Coalition to Promote Employee Stock Ownership, led by the able personnel of the American Electronics Association.

I look forward to my friend Chairman BALLENGER taking up this important legislation in committee. Given that it has strong bipartisan, bicameral, Administration and private sector support, that it will be moved promptly, sent to the President, and signed into law. Together, we will score a win for employees and employers, for high-tech and low-tech, and for the American Dream.

ADDITIONAL INFORMATION

Mr. Speaker, a great deal of information about this issue is available on the Internet. For the benefit of my colleagues, I wish to include in the RECORD several web links that provide helpful background information. These include:

The LPA (formerly Labor Policy Association) has several background papers, congressional testimony, and news releases available at <http://www.lpa.org>.

The Employment Policy Foundation likewise has a background paper on this issue at <http://www.epf.org>.

The Association of Private Pension and Welfare Plans (APPWP) has background information on stock options at <http://www.appwp.org/stockoptions.html>, and on stock ownership by nonexempt employees at http://www.appwp.org/stock_ownership_non-exempt.html.

The House Education and Workforce Committee, Subcommittee on Workforce Protections has posted the prepared testimony from its public hearing on this issue at http://www.house.gov/ed_workforce/hearings/106th/wp/flsastockop3200/wl322000.htm.

I encourage Members who wish to cosponsor this bill to contact me as soon as possible.

“THE KEEP THE COLORADO RIVER CLEAN ACT”

HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. GEORGE MILLER of California. Mr. Speaker, ten and a half million tons of toxic mine wastes generated by the now-defunct Atlas Mine are stored in a tailings pond located immediately adjacent to the Colorado River near Moab, Utah. The tailings pond, built in the 1950's is not lined, and as a result, these radioactive and toxic wastes are seeping down through the aquifer into the Colorado River.

Water from the Colorado River makes up a significant part of the drinking water supply for Los Angeles, San Diego, Las Vegas, Phoenix and Tucson, and is used additionally to irrigate hundreds of thousands of acres of agricultural lands. Moreover, the tailings pond, which has been designated as critical habitat for four endangered species, is situated between Canyonlands and Arches National Parks.

Leaving a huge, leaking tailings pile right next to the Colorado River does not make sense. In the event of flood, the river could easily be contaminated. Yet, until recently, the federal government was willing to allow the Atlas Corporation to reclaim the site by simply placing a dirt cap over the top of the pile. This plan will not stop contamination of the Colorado River, which is expected to continue for hundreds of years. To address this problem, on January 19, 1999, Representatives PELOSI,

GUTIERREZ, FILNER and I introduced H.R. 393, a bill to require the Department of Energy to move the tailings to a safe location and then direct the Attorney General to ascertain the liability of the Atlas Corporation, and its parent companies, to secure reimbursement as appropriate. This bill was referred to the Commerce Committee where it has languished.

I introduced this bill after years of advocating removal of these toxic wastes from the banks of the Colorado River. But, until now the Executive Branch has refused to take responsibility for cleaning up this site. Thankfully, Energy Secretary Bill Richardson has recognized the foolishness of this approach and, earlier this year, proposed an "agreement-in-principle" that will enable the abandoned Atlas uranium mill tailings site to be moved away from the Colorado River to a safer location. The Administration has also requested \$10 million for fiscal year 2001 to undertake the studies and data collection necessary to reclaim the Atlas site.

In addition to moving the toxic tailings away from the Colorado River, Secretary Richardson's proposal also includes solutions to several other public lands issues in Utah: the return of certain federal lands to the Northern Ute Indian Tribe; reservation of a production royalty on future oil and gas development of those lands; and protection of a quarter-mile corridor along 75-miles of the Green River adjacent to Ute tribal lands.

This week, I joined Representatives CANON, FILNER, NAPOLITANO, and 47 other House colleagues in sponsoring H.R. 4165—a revised bi-partisan bill that will accomplish the full range of goals outlined by the Department of Energy and Interior—and most importantly, will assure that the toxic mill tailings are moved away from the Colorado River to a safe location.

DENMARK'S CROWN PRINCE
MAKES DARING TREK ACROSS
GREENLAND

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 5, 2000

Mr. LANTOS. Mr. Speaker, as a Co-Chair of the Danish Caucus, I would like to take a moment to recognize and commend the actions of the young heir to the Danish throne, Crown Prince Frederik. It is quite encouraging to see a young man who serves as a model of behavior for the youth of Denmark and who uses his time and influence to educate others and serve his country. Presently—instead of lounging about Frederiksborg, the Danish Royal Palace—Prince Frederik is serving as the medic for a four month, 2,200 mile dog sled expedition across Greenland with five other members of the Greenland patrol.

The Los Angeles Times (March 3, 2000) described the Prince's adventure: "The 31-year-old heir to the Danish throne has . . . served in the army, navy, and Danish version of the Seabees. The Harvard graduate will get his pilot's license and will train with the air force after the Greenland expedition, [called] Sirius 2000."

Every step of Sirius 2000 is broadcast on the expedition's website (<http://www.expedition.tv2.dk>), which has drawn