

a quality alternative to every-day transportation headaches.

Amtrak has worked hard to understand the needs of passengers. It understands that people want to travel safely and comfortably, that people want to reach their destinations on time, and that people do not want to pay excessive fares. Because of this understanding, Amtrak is currently experiencing a tremendous growth in ridership: just last year, Amtrak logged a record 22.5 million trips, making Amtrak the ninth largest commercial passenger carrier in the United States.

To meet the demands of increased ridership, Amtrak has been working hard to make improvements to its infrastructure. In New Jersey, as well as throughout the Northeast, Amtrak's Northeast Corridor service provides an essential link between regional businesses and communities. To maintain its commitment to the region, Amtrak is working with the New Jersey Transit Authority (NJTRANSIT) to build and improve rail lines and tunnels. NJ TRANSIT and Amtrak are in the process of completing improvements to Newark Penn Station, and construction of the Newark International Airport Station, which will create a link between the airport and the Nation's busiest rail line. These improvements to local infrastructure will further empower local communities and the region's economy.

Today, I ask my colleagues to join me in recognizing Amtrak's commitment to passenger rail service on its 30th Anniversary.

HONORING THE SERVICE AND LEADERSHIP OF PRESIDENT AREND DON LUBBERS

HON. VERNON J. EHLERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. EHLERS. Mr. Speaker, I rise today to honor a man whose name is synonymous with higher education in Michigan and across the United States. After 32 years as president of Grand Valley State University, Arend Don Lubbers will retire later this month as the nation's longest-serving state university president. During his tenure, Grand Valley State University has grown from a small college with a few buildings on the main campus in Allendale to an established university with additional campuses in downtown Grand Rapids, Holland, Muskegon, Traverse City, and Petoskey.

When President Lubbers began his presidency at GVSU in January 1969, he was a trailblazer, holding the distinction of being one of the youngest college presidents in the country at the time. Recognized by *Life* magazine in 1962 for his hard work and his willingness to try new ideas, Lubbers lived up to the billing by building Grand Valley into a university that now boasts more than 42,000 alumni and is recognized as a premier institution in education, research, and technology.

Grand Valley has enjoyed considerable success because President Lubbers has implemented his vision of how to successfully lead a university. During his farewell address to the campus community in April, he outlined four characteristics of what is required to make a university successful. The four characteristics—ownership, power, commitment, and sense of mission—have been his plan from

the very beginning. GVSU is truly a special place today because he acted on the plans and ideas he envisioned for himself and the university community.

When classes resume for the 2001–2002 school year a new era will be underway at GVSU. It will mark the first time since the late 1960's that President Lubbers will be absent from welcoming faculty, staff, returning students, and new students to campus. Some thirty years later, the school year will begin without the man who has worked tirelessly to achieve his vision for higher education in West Michigan. Even though a new chapter will have begun, the legacy of President Lubbers will live on as Grant Valley State University continues to establish itself as a model for other institutions to follow.

Mr. Speaker, I want to personally thank President Lubbers for his ideas, his commitment to people and education, for laying the foundation for faculty, staff, and students to build on in the future and for his personal friendship. His personable and approachable style will be greatly missed by those who have had the pleasure of working alongside and with him over the years. He's truly earned the right to miss the first day of classes this coming school year. Congratulations and best wishes to President Lubbers and his wife Nancy as they begin their new venture!

TRIBUTE TO ELLEN KELLY FAIRBANKS

HON. JAMES P. McGOVERN

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. McGOVERN, Mr. Speaker, I rise today to honor a dedicated educator and administrator, Ellen Kelly Fairbanks, who has recently retired from her position as Principal of the Floral Street School in Shrewsbury, Massachusetts.

Mrs. Fairbanks is yet another example of all the hardworking and dedicated educators found in Central Massachusetts today. She inspires us with her love of teaching, which she has carried with her from the time she was a little girl in Iowa playing school with her younger brothers. Mrs. Fairbanks began her thirty years in education, teaching in Wakefield and Newton. Following time off to raise her two daughters Katherine and Martha, she returned to teaching in her new hometown of Shrewsbury as a reading specialist at Shrewsbury Middle School and later as a teacher at the Calvin Coolidge Elementary School.

In 1987, Mrs. Fairbanks became principal at the Beal School Early Childhood Center. Housed in an abandoned building designed as a high school in 1913, this school building experienced a rebirth under the leadership of Mrs. Fairbanks. To many the Beal Early Childhood Center became one of the most beloved institutions in town. In fact, her accomplishments at the Beal Early Childhood Center were so impressive that the town of Shrewsbury rewarded her in 1996 by making Mrs. Fairbanks principal of Floral Street School, the town's largest elementary school.

Mrs. Fairbanks plans on spending her retirement quilting, traveling, researching her genealogy, and spending more time with her friends. Without doubt, Mrs. Fairbanks has

touched the lives of many and will be greatly missed by the over ten thousand students who have passed in and out of her classrooms and office.

Mr. Speaker, I commend Mrs. Fairbanks for her dedication to the students of Central Massachusetts and present her as an example of what all educators should strive to be.

COMMEMORATING THE SERVICE OF RUDY SVORINICH AS CHAIRMAN OF THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. HORN. Mr. Speaker, I rise today to pay tribute to the Honorable Rudy Svorinich, Jr., a Los Angeles City Councilman and Chairman of the Alameda Corridor Transportation Authority (ACTA).

Councilman Svorinich has provided eight years of distinguished public service to the City of Los Angeles and the public agency spearheading the Alameda Corridor rail cargo expressway. This July, Councilman Svorinich leaves public office and, as a consequence, must relinquish his position with ACTA.

We will miss his vision, sharp wit, and steady leadership.

Councilman Svorinich has been the City of Los Angeles' representative to the ACTA Governing Board since 1993. He served four separate terms as chairman.

This body identified the Alameda Corridor as "a project of national significance" in 1995. The Ports of Long Beach and Los Angeles comprise our nation's busiest port complex and cargo volumes are projected to triple by the year 2020. The Alameda Corridor will link the ports to the transcontinental rail yards near downtown Los Angeles, creating a more efficient way to distribute cargo and allowing these ports—and the nation—to maintain their competitive edges.

It is testament to the distinguished service of Councilman Svorinich that the Alameda Corridor is now in full scale construction, on budget and on schedule to open in April 2002.

We owe him a debt of gratitude for his dedicated service.

THE NATIONAL DEFENSE FEATURES PROGRAM ENHANCEMENT ACT

HON. RODNEY P. FRELINGHUYSEN

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. FRELINGHUYSEN. Mr. Speaker, I rise today to discuss the National Defense Features Program. As my colleagues may know, Congress created this program in 1992 response to a report by the Department of Defense describing a shortage of sealift capacity during military contingencies. At that time, Congress decided the best way to solve the shortage of shipping space for heavy military vehicles and other cargo would be the NDF program, providing a cost-effective way to

augment the substantial investment that was being made in new sealift ships by the Navy.

Within the last several years, Congress has authorized and appropriated funds to install special defense features in new commercial vessels to be built in the shipyards of the United States. Most recently, as a result of the leadership of my colleague from Pennsylvania, Mr. WELDON, Congress included in the National Defense Authorization Act for FY 2001 a provision that would expand the Secretary of Defense's ability to fund militarily useful projects under the NDF program.

Since the NDF program was launched, Congress anticipated that our allies would recognize the mutual defense benefits of promoting the program on their trade routes with the United States. One particular project that has received attention called for ten commercial vessels to be built in the United States based on a design funded and approved by DARPA's Maritime Technology Program. These vessels would normally operate in the Japan-United States vehicle trade, which is at present entirely dominated by Japanese carriers. This project is also important to maritime labor and our new domestic shipyards, which continue to support our NDF program and to look for new, viable commercial projects.

Notwithstanding past expressions of support by senior government officials, this expectation has not been realized. Unfortunately, the Government of Japan

In view of the US role in providing security for our allies in the Far East, it hardly seems appropriate that defense concerns expressed by our government should not have been met with a more positive response by our allies in the region. Past discussions with the Japanese government have not yielded desired results, as the NDF program continues to be characterized as one with limited military value. This position has been contradicted by two US Navy reports on the NDF program. Given our past history of military cooperation with the Japanese government, the reluctance encountered on the NDF program, especially in light of its military value, has been somewhat surprising.

Unfortunately, the Japanese government's position appears to have been driven by commercial rather than governmental factors. Japan, like other nations, supports its merchant marine with financial assistance, including direct construction loans at artificially low rates of interest.

The reason our carriers are effectively being excluded from this market is the Japanese *kereitsu* system of doing business. It is not price, but rather the interwoven industrial and financial structure that closes this market, like so many other sectors of the Japanese economy, against international competition. This situation makes it quite difficult for a fleet of US built and operated ships which are commercially competitive and have significant defense value to both nations to break through the economic fence encircling the Japanese vehicle trade.

Despite this resistance, I continue to hope that the Government of Japan and the vehicle manufacturers will ultimately recognize the merits of supporting the NDF program, espe-

cially given the longstanding support of the Department of Defense. Last year, the former Secretary of Defense and the

Given past experience, these new communication channels may not prove enough. That is why today, along with my colleague from Pennsylvania, Mr. WELDON, I am introducing the National Defense Features Program Enhancement Act. Under this bill, if the Federal Maritime Commission finds that vessels built under the NDF program are unable to obtain employment in a particular trade route in the foreign commerce of the United States for which they are designed to operate, and if that sector of the trade route has been dominated historically by citizens of an allied nation, the Commission can take action to counteract the restrictive trade practices that have led to this situation.

I wish it were not necessary to introduce legislation to encourage support for a program so self-evidently in the mutual security interests of allied nations, and that through consultation between our Nation and Japan we can begin to undertake the much-needed recapitalization of our aging Ready Reserve Force. Should that not prove the case, I look forward to working with my colleagues to move forward this legislation.

NATIONAL DEFENSE FEATURES
PROGRAM ENHANCEMENT ACT
OF 2001

HON. CURT WELDON

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. WELDON of Pennsylvania. Mr. Speaker, I am pleased to join my colleague from New Jersey, Mr. FRELINGHUYSEN, in introducing the National Defense Features Program Enhancement Act of 2001, a bill we intend to push to enactment if the Government of Japan, the Japanese vehicle manufacturers, and the Japanese carriers continue to undermine our efforts to breathe life into the National Defense Features program.

We created the NDF program because we believed it would be the most cost-effective way to augment the substantial investment that is being made in new ships by the Navy. Having seen one very attractive proposal by which vessels would be built to carry cars from Japan to the United States and refrigerated products on the return leg, we authorized and appropriated funds in the mid-1990s to jump start the program. Since then, we have continued to look for ways to make the program as attractive as possible to companies to build ships in the United States for operation in the United States-Japan and other trades. Last year, for example, Congress approved as part of the National Defense Authorization Bill for FY 2001 a provision that would expand the Secretary of Defense's authority to finance appropriate projects under the NDF program.

In authorizing this program, we had hoped that the Government of Japan in particular

would find mutual defense benefits in promoting it. We have written the Prime Minister, we have met with the Ambassador, we have received expressions of support from the Vice President of the United States and our Secretary of Defense in the prior Administration, and yet nothing seems to have come of our efforts so far.

Unfortunately, we have regularly heard the same response. The Government of Japan insists that the decision to employ NDF tonnage is strictly a matter for the vehicle manufacturers and shipping companies to make since it involves a commercial matter. They in turn have argued that, since the program focuses on mutual defense, the Government should take the lead. As so often happens, no one has been willing to step forward to take the initiative.

As our colleagues can no doubt appreciate, our patience is beginning to wear thin. I understand our able Deputy Secretary of State, Rich Armitage, has recently indicated the importance of mutual defense burden sharing. Perhaps we will finally see some movement. If not, the time to legislate will have arrived.

Our bill is designed to create the necessary incentives for the Government of Japan and the vehicle and shipping interests to promote the NDF program. If the Federal Maritime Commission finds that vessels that would be built in the United States under the NDF program are not employed in the particular sector of a trade route in the foreign commerce of the United States for which they are designed to operate and if that sector of the trade route has been dominated historically by citizens of an allied nation, then the Commission shall take action to counteract the restrictive trade practices that have led to this situation.

We trust all concerned appreciate our determination to bring the NDF program to life.

TRIBUTE TO STEWART BELL, JR.
OF WINCHESTER, VA

HON. FRANK R. WOLF

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 6, 2001

Mr. WOLF. Mr. Speaker, I rise today to honor a remarkable gentleman from Virginia's 10th Congressional district, Mr. Stewart Bell, Jr. known to many as "Mr. Winchester."

A fitting name indeed, for in the words of one local paper, The Winchester Star, "few men are as one with their hometown or its history as Stewart Bell, Jr."

Stewart's remarkable ties to Winchester, and his deep appreciation for history gave him the foresight to sound alarms when urban and commercial development threatened the historic Grimm Farm property in Winchester and Frederick county, Virginia, the site of two critical Civil War battles (The First and Second Kernstown). Mr. Bell worked successfully to educate local officials about the historical importance of the land and the need to preserve it.