

their times of need. Executive Director Joel Sesser most accurately describes the Club as "a special community at the crossroads of the world." Everyone, regardless of their sex, religion, or ethnic background, is guaranteed loving care and support at Gilda's Club.

For the hope and spirit it has provided to its members and the inspiration it provides to the community, I offer my sincere congratulations to Gilda's Club of New York City for its six years of exceptional service.

THE EMERGENCY FOOD ASSISTANCE ENHANCEMENT ACT OF 2001

HON. BOB GOODLATTE

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. GOODLATTE. Mr. Speaker, I rise today to introduce the Emergency Food Assistance Enhancement Act. My bill increases commodity purchases for The Emergency Food Assistance Program (TEFAP) to help emergency feeding organizations—food banks, food pantries, soup kitchens—meet the needs of their communities. It also provides more federal support for the cost of storing, transporting, and distributing food donated to these organizations by the federal government and private sources. A total of up to \$40 million a year of money that is not being used for employment and training programs is earmarked for these food purchases and handling costs, in addition to the \$100 million a year now set aside for TEFAP food purchases and \$45 million a year appropriated for storage, transportation, and distribution costs.

Food banks and other organizations meet the needs of their communities by managing donations from the government and private sectors, and most government donations are from TEFAP. It is a unique program that has the ability to provide nutritious domestic food products to needy Americans, while at the same time providing direct support to the agriculture community. Although federal food donations through the TEFAP are not the only source of the food distributed by food banks and others, they are key because they provide distributing agencies with some certainty as to their inventory and contribute greatly to the variety of food items that are offered. TEFAP grants for storage, transportation, and distribution costs also enable these agencies to efficiently handle a large volume of federal and private donations. In the 1996 welfare reform act, Congress made TEFAP commodity purchases mandatory because of the integral role it has in providing food aid to needy families and individuals.

TEFAP benefits are a quick fix, something to get families through tough times. TEFAP gives them the support they need, but it doesn't catch them in a cycle of dependency. These food purchases also provide much needed support to the agriculture community. While other food assistance programs are much larger, TEFAP purchases have a much more direct impact on agriculture producers.

The 1997 Balanced Budget Act included hundreds of millions of dollars for employment and training programs aimed at able-bodied adults between the ages of 18 and 50 without dependents whose eligibility for food stamps

was restricted by a work requirement set up in the 1996 welfare reform law. The bulk of the money is dedicated to employment/training programs that keep unemployed able-bodied adults on the food stamp rolls, if they participate. But much of it is going unspent. Several hearings and reports have said that this money is unspent because few are taking advantage of employment and training assistance offered through the Food Stamp program; states running the program are not seeing a demand and are not drawing on this funding. The unused pool of employment and training money now tops \$200 million, and continues to grow. At the same time, food banks and other emergency food providers report increased demand from this group and others.

Why not put the money where the need is? The Secretary of Agriculture continually reviews states' spending of their Food Stamp program allocations for employment and training programs. If a state doesn't use the money allocated to it, the Secretary can reallocate it to another state that can use it. My bill does nothing to change or restrict this authority. It simply allows the Secretary to tap up to \$40 million a year in unspent and unallocated employment and training funds for TEFAP commodity purchases and storage, transportation, and distribution costs.

Mr. Speaker, I am hopeful that the Emergency Food Assistance Enhancement Act will enjoy resounding and rapid support from the full House of Representatives. It is important that we increase commodity purchases for this important program and help emergency food providers handle the maximum volume of food donations possible.

INTRODUCTION OF THE MENTAL HEALTH JUVENILE JUSTICE ACT

HON. GEORGE MILLER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. GEORGE MILLER of California. Mr. Speaker, it is my pleasure to announce the introduction of the Mental Health Juvenile Justice Act of 2001. I am pleased to be joined by 32 original cosponsors who share my strong desire to improve the treatment of children with mental health needs who enter the juvenile justice system.

The rate of mental disorders is significantly higher among youth in the juvenile justice system than among youth in the general population. Federal studies suggest that as many as 60% of incarcerated youth have some mental health disorder and 20% have a severe disorder. In my home state of California, a recent study by the California Youth Authority found that 35% of boys in its custody and 73% of girls need mental health or substance abuse treatment.

We also know that many youngsters in the juvenile justice system have committed minor, non-violent offenses or status offenses. While they may be better served through the mental health system, often times these youngsters are incarcerated in juvenile facilities because of a lack of access to or the availability of mental health programs in the community. These youngsters, their families, and society, could be better served if we made available

appropriate local mental health, substance abuse, and educational services as an alternative to incarceration, particularly for first offenders and non-violent offenses.

Our nation's juvenile justice system cannot adequately serve the needs of children with mental health disorders. Juvenile facilities are overcrowded and lack the necessary programming required to accommodate the needs of these youthful offenders. Staff working in these facilities are not trained to work with children in need of mental health services. As a result, many children in need of mental health services are left without the rehabilitative services they require.

Mental health treatment and services have been proven more effective than incarceration in preventing troubled young people from re-offending and are less expensive than prison. In the long run, they are even more cost-effective to us as a society, because they increase the odds that a young person will become a responsible, productive, taxpaying citizen rather than a permanent ward of the state.

The bill we are introducing today, the Mental Health Juvenile Justice Act, would help create alternatives to incarceration, particularly for first time non-violent offenders, and improve conditions in youth correctional institutions by:

Providing funds to train juvenile justice personnel on the identification and need for appropriate treatment of mental disorders and substance abuse, and on the use of community-based alternatives to placement in juvenile correctional facilities.

Providing block grant funds and competitive grants to states and localities to develop local mental health diversion programs for children who come into contact with the justice system and broaden access to mental health and substance abuse treatment programs for incarcerated children with emotional disorders.

Establishing a Federal Council to report to Congress on recommendations to improve the treatment of youth with serious emotional and behavioral disorders who come into contact with the justice system.

Strengthening federal courts' ability to remedy abusive conditions in state facilities under which juvenile offenders and prisoners with mental illness are being held.

We need to reform our juvenile justice system to ensure that it preserves the basic rights and human dignity of the children and youth housed in its facilities. And, while alternatives to incarceration may not work for all youth, for those who must serve time in a juvenile correctional facility we have an obligation to ensure that they have access to appropriate medical and psychiatric treatment and qualified staff.

The Mental Health Juvenile Justice Act offers these reforms and includes the appropriate safeguards for youth who would be better served in mental health and substance abuse treatment programs. I look forward to working with my colleagues in enacting this legislation.

TESTIMONY OF ARTHUR T. KATSAROS

HON. MELISSA A. HART

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Ms. HART. Mr. Speaker, today the House Science Committee, subcommittee on Energy, held a hearing on the "President's National

Energy Policy: Hydrogen and Nuclear Energy Research and Development Legislation." One gentleman that was asked to testify was Arthur T. Katsaros, who spoke on behalf of Air Products and Chemicals, Inc., a Pennsylvania based company that has been researching and developing the utilization of hydrogen as a fuel source. With the recent coverage of energy and our plans for future use in the United States, I would ask that his testimony be submitted for others to view and learn more about this abundant source:

INTRODUCTION

Mr. Chairman, Ms. Woolsey, and members of the Subcommittee, thank you for the opportunity to testify this morning on a subject that may seem futuristic but is actually upon us—the utilization of hydrogen as a fuel source. No matter what one's perspective is on climate change and the role of fossil fuels in the current economy, there is a broad consensus that the United States and the world are moving toward a "hydrogen economy" in which fuel is abundant, efficient, renewable, and non-polluting. There is debate over how soon hydrogen will be widely available as a fuel source, but little debate over hydrogen's many virtues. I am pleased to address the viability of hydrogen as a fuel source today and in the years and decades ahead, and to address perfectly legitimate concerns about assuring its safe use. I ask that my full testimony be submitted for the record.

I am Arthur Katsaros, Group Vice President for Engineered Services and Development with Air Products and Chemicals, Inc., a Fortune 500 company based in Allentown, Pennsylvania, and with operations throughout the world. Air Products is among the world's largest companies in the industrial gas business, and is the leading producer of third-party hydrogen worldwide. Air Products is a recent past chair of the National Hydrogen Association (NHA), whose members include industrial gas producers, automobile manufacturers, energy providers, chemical companies, universities, and research institutions. I am pleased to be appearing on behalf of both Air Products and the NHA.

SUPPORT FOR HYDROGEN FUTURE ACT

NHA members wholeheartedly support reauthorization of the Hydrogen Future Act. Indeed, given the focus on hydrogen in the National Energy Policy recently released by the White House, we hope that funding for hydrogen will be increased rather than held constant. The timing is right for the United States to be putting scarce research and development resources into hydrogen as a fuel source.

The public is clearly committed to environmental protection. Energy concerns have also come to the fore, both as a result of electricity disruptions in California and the higher fuel prices that we all are facing. Policy makers will find it impossible to discuss energy policy without having to also debate environmental impact. Embracing hydrogen certainly appears to be one answer to the tension between a clean environment and bountiful energy—it provides a method for delivering energy to stationary as well as mobile sources without pollution (its byproduct of combustion is water).

For reasons of environmental protection and sustainability, America needs to be on a path that relies increasingly less on carbon as a source of energy—we have moved over the past 150 years from coal, to oil, to natural gas, and we believe eventually our economy will be based primarily on hydrogen.

HYDROGEN IS A SAFE FUEL SOURCE

Every day, millions of pounds of hydrogen are used—and used safely—in hundreds of in-

dustries across the country and around the world (50 million pounds daily in the U.S. alone). As the world's largest third-party hydrogen generator and supplier, Air Products has been addressing hydrogen safety, storage, transportation and other infrastructure concerns for decades. We put an extremely high value on safety at Air Products. The American Chemistry Council last year gave Air Products its highest award for safety. Our experience shows that hydrogen can be handled safely when guidelines for its safe storage, handling and use are observed.

Hydrogen is a fuel, and as a fuel it has combustible properties. Hydrogen's combustion properties warrant the same caution any fuel should be given, and like all fuels there are safety measures unique to hydrogen (most people do not refill their own propane tanks, for example, yet propane is widely used at home). There is no scientific or practical barrier to the safe use of hydrogen as a fuel.

Safety technologies for hydrogen have progressed in several areas. Gas detection and measurement capability has advanced based in part on the extensive investment of the Department of Energy in the last few years. Several of these technologies are becoming available as commercial products. Hydrogen flame detection has progressed mainly from the commercialization of technology used by the National Aeronautics and Space Administration (NASA). NASA today uses infrared and ultraviolet detection systems that can detect not only invisible flames produced by burning hydrogen, but also those hidden behind a screen of smoke. In addition, a series of hydrogen sensors has proven to be capable of detecting hydrogen leaks prior to ignition.

Air Products operates hundreds of miles of hydrogen pipelines in the U.S. In California alone, we produce approximately 300 million standard-cubic-feet-per-day of hydrogen, which is transported to petroleum refiners in the state to reduce the sulfur, olefins and aromatics content in transportation fuels. Safety is the paramount concern in the operation of our hydrogen pipelines. Our pipeline integrity management program—which exceeds regulatory requirements—includes risk assessment studies that typically result in the use of multiple safety technologies on our hydrogen pipelines, including heavier pipeline wall thickness, excess flow valves and isolation valves, along with intensive testing, inspection and maintenance procedures. We have been working closely with the U.S. DOT Office of Pipeline Safety on the development of regulations increasing safety practices on hydrogen and other flammable gas pipelines. The promulgation of these regulations will be critical to the development of a safe and reliable hydrogen pipeline infrastructure in the U.S.

In addition to delivering hydrogen to customers through pipelines, Air Products also liquefies hydrogen at cryogenic temperatures (–423 °F) and transports it by truck and barge. We drive 15,000-gallon hydrogen tanker trucks millions of miles per year on U.S. highways without incident. NASA, the largest consumer of liquid hydrogen in the world, has been buying hydrogen for the space program from Air Products for over 35 years under consecutive competitive contracts, totaling over 300 million pounds of liquid hydrogen. Every Space Shuttle flight has been powered by our liquid hydrogen.

CODES AND STANDARDS TRANSLATE INTO PUBLIC TRUST

Hydrogen energy safety is based on three primary elements: regulatory requirements, capability of safety technology, and the systematic application of equipment and procedures to minimize risks. Industry currently implements many successful proprietary

methodologies for safely handling large amounts of hydrogen. There are several codes and standards specifically for hydrogen fuel applications that are under development by international, U.S. and industry organizations (including ISO, DOE and NHA). There are also many efforts underway to standardize hydrogen system component manufacture for hydrogen safety in a variety of potential commercial hydrogen market applications.

Widespread hydrogen use will require that safety be intrinsic to all processes and systems. To develop a hydrogen infrastructure that has the public's confidence in its safety and convenience, an industry consensus on safety issues is required. This includes the development of compatible standards and formats (e.g., the same couplings for dispensing the same form of fuel). Product certification protocols are also required. The development of codes and standards for the safe use of hydrogen is an essential aspect of the U.S. Department of Energy Hydrogen Program.

Utilizing industry expertise and coordinating with government and other official entities, this barrier to commercialization may be overcome, allowing siting of hydrogen components and systems on a worldwide basis. Indeed, the NHA works with leading code- and standard-setting organizations around the world to develop and publish industry consensus standards that account for the outstanding safety record of hydrogen. The workshops, technical meetings, manuals, reports, and sourcebooks of the NHA characterize an industry that wants to leave no stone unturned in a commitment to safety and public trust. We will continue to work with policy makers on standards and codes that promote safety and encourage public confidence in the use of hydrogen in fuel cells and direct combustion.

COMMERCIALIZATION IS COMING, BUT IT REQUIRES GOVERNMENT SUPPORT

Our international competitors—often with major help from their governments—are pouring substantial resources into hydrogen research. We believe that hydrogen will be widely used commercially within a generation—if not in the United States, then surely in Western Europe, where a consensus exists that climate change must be addressed. The Japanese have a \$2.8 billion long-term hydrogen program called World Energy Network. Major automakers around the world are planning to sell fuel cell cars within the next five years. Clearly, the race for global dominance in hydrogen fuel technology has begun.

Through our involvement in multiple demonstration projects in North America and Europe, Air Products is very much engaged in the race to commercialize hydrogen technologies. Some examples of our involvement include the design and installation of fueling systems for a hydrogen fuel cell bus demonstration program for the Chicago Transit Authority; Ford Motor Company's fuel cell automobile development facility in Dearborn, Michigan; and a fleet of fuel cell service vehicles for the Palm Springs, California's Airport. Air Products is leading the hydrogen fuel provider team for the California Fuel Cell Partnership. In the next three years, more than 70 fuel cell-powered cars and buses will be placed on the road from the Partnership's West Sacramento facility. We recently installed a gaseous hydrogen fueling station in Atlanta, Georgia for a hydrogen fuel bus project conducted by a consortium of companies led by the Southeastern Technology Center. Air Products has successfully tested the use of Hythane—a blend of hydrogen and natural gas used as an ultra-clean fuel—in projects in Denver, Colorado,

and Erie, Pennsylvania. This year we participated in the demonstration of a stationary fuel cell generator that was used to power air quality monitoring equipment used by the Texas Natural Resource Conservation Commission. And Air Products is currently leading a team that will build and operate an on-site hydrogen production facility, fuel cell power plant, and a fueling station capable of dispensing hydrogen and hydrogen-blended fuels to fleets of buses and light duty vehicles in Las Vegas, Nevada. Almost all of these projects have one thing in common: the active support and partnership of government entities.

The hydrogen industry recognizes that the markets will ultimately dictate the commercial success of hydrogen. However, we note that a White House that prides itself on its faith in the markets has, in its recent National Energy Policy, supported tax credits for fuel cell vehicles. We suggest that such credits, which would stimulate demand for hydrogen, need to be matched by credits to stimulate hydrogen supply if government is serious about supporting hydrogen utilization. For example, a tax credit for plant and equipment that generates and distributes hydrogen would help develop the infrastructure needed to supply fuel cell vehicles and stationary power generators. Without such an infrastructure, it is less likely that fuel cell manufacturers will have success in selling mass quantities of fuel cells that cannot easily be refilled.

Beyond tax credits, vibrant funding of the hydrogen program at DOE—especially research into improved hydrogen storage—will help lead the country toward widespread commercialization of hydrogen fuel. Utilization of hydrogen fuel on urban bus fleets and other government vehicles, perhaps combined with applications of fuel cell power plants at federal facilities, will demonstrate the role of hydrogen and, by increasing demand, help drive down costs.

CONCLUSION

The United States is poised to take a leadership role in the development and commercialization of the global hydrogen economy. Hydrogen's utilization promotes clean air and water, makes the United States more competitive internationally, and ultimately holds the promise of contributing to our energy self-sufficiency. But to realize these benefits, there is a legitimate role for government to play in several critical areas:

Through R&D programs and demonstration projects supported by the DOE and other government agencies, new hydrogen technologies will be tested and prepared for commercial use;

By its own use of hydrogen technologies, government will play a key role in stimulating the development of a hydrogen infrastructure;

And by driving the development of standards and regulations, government will help with the issues of storage and safe handling of hydrogen required for public confidence.

We are pleased this Committee shares the view that hydrogen plays an integral role in energy planning for the future. It is our hope that Congress will take a vital step toward this future by its prompt consideration and passage of the Hydrogen Future Act. We look forward to working with this Committee, with Congress generally, and with an Administration that has identified the need for an increased role for hydrogen to satisfy our energy needs in the near future and beyond.

THE "CONSUMER ENERGY COMMISSION ACT OF 2001"

HON. BOBBY L. RUSH

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. RUSH. Mr. Speaker, today, I am pleased to introduce a House companion bill to S. 900, the "Consumer Energy Commission Act of 2001," which was introduced on May 16, 2001, by Senator RICHARD J. DURBIN of Illinois.

Over the past several years, the nation has been hit with one energy crisis after another. In the midst of all but one of those crises, energy consumers have heard from the "expert" after "expert" that the marketplace is to blame.

While consumers, industry representatives, and public officials may disagree over whether the crisis of the day has more to do with market forces than with gouging, but ultimately, we can all agree that this country needs a comprehensive energy policy. Clearly, the Administration should be commended for its attempt at articulating such a strategy. However, the report reflects almost exclusively, the interests and concerns of the energy industry.

Unfortunately, today's energy market is controlled by relatively few huge corporations, which do not always have the best interests of the public at heart. Many consumers are not convinced that making more resources available to these companies will magically fix the market. Moreover, consumers are not convinced that deregulation, and restructuring, without strict policing of the industry, will create enough competition to alleviate the stranglehold that those companies have over the industry, and indeed the pockets of energy consumers.

It is in response to this constant and pervasive threat of market abuse and manipulation, that I introduce the "Consumer Energy Commission Act of 2001." The Act would create the Consumer Energy Commission, (CEC), which would in turn analyze the energy market from the consumer's perspective and give recommendations on how to protect the public from opportunistic, and abusive behavior in the market by energy companies. This bipartisan body would consist of 11 members from consumer groups as well, as energy experts from the industry and federal government.

While there may be disagreement over what caused, and what steps should be taken to solve our current national energy dilemma, it cannot be disputed that consumers are paying astronomical prices for energy, while large companies are yielding even more astronomical profits. With this thought in mind, I am proud to introduce the "Consumer Energy Commission Act of 2001," which will stand as an important step in assisting those who have suffered most during the current series of regional and national energy crises—the hard-working consumer.

PERSONAL EXPLANATION

HON. THOMAS H. ALLEN

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. ALLEN. Mr. Speaker, on June 13, 2001, I was unavoidably absent for two rollcall

votes. Had I been present I would have voted "yea" on rollcall vote 160, the Sudan Peace Act, and "yea" on rollcall vote 161, a resolution relating to human rights in Afghanistan.

DESIGNATION OF BANGOR INTERNATIONAL AIRPORT AS A STATE ASCE HISTORIC LANDMARK

HON. JOHN ELIAS BALDACC

OF MAINE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. BALDACC. Mr. Speaker, I rise today to recognize the designation of Bangor International Airport (BIA) as a State American Society of Civil Engineers (ASCE) Historic Landmark. I have been proud to support this designation which I believe is well deserved.

For nearly three-quarters of a century, BIA has served as an important transportation hub for northern and eastern Maine. A municipal airstrip began in 1927, and operations have grown ever since. Within 4 years, the original Pan American Airways was flying from BIA. Today, a new Pan Am is operating from BIA, continuing a long tradition of excellent service.

The airport has had its share of celebrity, as well. Amelia Earhart flew from BIA in 1933, and piloted the inaugural flights for the Boston-Maine Airways Service.

During World War II, the federal government took over the airport, turning BIA into Dow Air Force Base. The Base played a crucial role in US military operations until it was decommissioned in 1964, and was known as the "Gateway to Europe." BIA continues to be an important part of our military's mission, serving as the home of the 101st Refueling Wing of the Air National Guard—better known as the "Maniacs." Today, thanks to the efforts of the City of Bangor, the airport is a commercial success. Just this week we learned of a major expansion of service that will keep business and leisure travelers moving smoothly into and out of Maine. As a member of the House Transportation Committee's Subcommittee on Aviation and a native of Bangor, I take special interest and pride in BIA's many successes—past, present and future.

I want to congratulate everyone who played a role in securing the ASCE Historic Landmark designation for Bangor International Airport, I am pleased that this facility's long and significant history is being honored.

CHAMPION OF THE HANDICAPPED—RON FOXWORTHY

HON. DAN MILLER

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 14, 2001

Mr. MILLER of Florida. Mr. Speaker, I come before you today in this great Chamber to honor a fellow American. His name is Ron Foxworthy.

He lives in Sarasota, which is in my Congressional District in the Southwest part of Florida. Ron is being honored in Sarasota by his fellow citizens, his friends, his family, and most notably by the hundreds and hundreds of